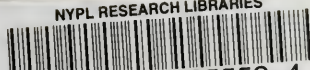


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**LIFE**

AND

**ADVENTURES**

OF

**ELWORTH**

**THE AMERICAN PEDESTRIAN,**

**WRITTEN BY HIMSELF.**

BOSTON:

PRINTED FOR THE AUTHOR.

1844.

1. working . .



SKETCHES  
OF  
INCIDENTS AND ADVENTURES  
IN THE LIFE OF  
THOMAS ELWORTH,  
THE AMERICAN PEDESTRIAN.

WRITTEN BY HIMSELF.

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"Be thou here ere the leviathan can swim a league."

"—— I'll put a girdle 'bout the earth in forty minutes."

*Shakspeare.*

BOSTON:  
PRINTED FOR THE AUTHOR.

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1844.



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Entered according to an Act of Congress, in the year 1843, by

**THOMAS ELWORTH,**

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## INTRODUCTION.

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PREFACES are seldom read. It has been observed that the only use of them is to point out what ought to be in a book, rather than to convey an idea of what it really contains. I am disposed to follow the universal fashion, however, because I wish those who read the following pages, may understand the author's reasons for writing, and his expectations in publishing what has been written. To proceed regularly, I will divide this brief discourse into two parts.

Firstly: The author's reasons for writing. His life has been one of continual motion from the age of ten years, up to the present time. He has travelled extensively on the land and on the sea; has encountered many perils, enjoyed many rich scenes; and has an experience of many moving incidents, by flood and field, which for interest and variety, is seldom equalled even in a long life. Added to this, the performance of two great pedestrian feats, has brought him conspicuously before the public, and made for him many friends. At their especial request, he has been induced to pen these few pages.

Secondly: His expectations in publishing. He does not expect to receive literary fame by this publication. He cannot boast scholastic dignity. He has not even enjoyed the advantages of our common schools; therefore it would be folly for him to claim equal attention with professional book-wrights.

He does expect, however, to receive credit for industry, activity and usefulness. All these particulars go to make up the character of a good citizen. And he proudly claims that title.

Let me here make a few remarks on the subject of the Pedestrian feats performed by me. It is well known that the announcement of them in the public papers created much speculation and wonder in the public mind. They were considered to be, by the largest portion of the community what they truly were, viz: extraordinary undertakings, and, if successful, wonderful performances. There were reasons for this opinion, since Capt. Barclay is the only one that we have any record of who ever performed the feat, and the American Turf Register, vol. 13, page 641, in noticing my performance at Cambridge, says, "it surpasses in many respects that of the celebrated Capt. Barclay."

A small minority of the public denounced them as immoral in their tendency. I will not here attempt to refute this statement, but refer my readers to the body of the work, and the opinion of a majority of the people.

With these remarks, I submit this volume to the favorable consideration of the public.

T E.

*Boston, January, 1844*

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# INCIDENTS AND ADVENTURES.

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## CHAPTER I.

Every man is the architect of his own fortune.—*Bacon.*

“ENERGY OF CHARACTER,” says an elegant writer, “is the philosopher’s stone of this life, and should be engraven upon every heart; it is that which has peopled the temple of fame, that which has filled the historic page with great names, in the civil and military world; that which has brought a race from barbarism, drawn the veil from science, and developed the wondrous powers of nature; it makes great men and makes men rich. First or last it brings success. Without it, Webster would have been a New Hampshire lawyer, Thomas Ewing a buckeye salt boiler, Franklin a journeyman printer. Without it, Demosthenes would have stammered on to his grave, and Cincinnatus died a common soldier; Shakspeare would have been shot for poaching, Pope died selling tape, Roscoe lived selling beer, and Napoleon gone out of the world a Corsican bully. With it, each one has done more for his day and generation, and much for the world, in the past, the present, and the future”

Upon this principle, though in a small way, the author of the following sketches has acted through life. He was born in the town of Perry, Maine, in the year 1816. His parents were natives of England and emigrated to this country in the year 1810. When six years old he accompanied them to Halifax, where he remained until he was 10 years of age. At that time he commenced his experience in the world beyond his home.

Contrary to parental advice I determined, young as I was, to see the world and seek my fortune. Accordingly I bade adieu to home, without a penny in my pocket, with a small bundle under my arm, and the clothes on my back,—a slender fortune for a young adventurer. I started without the knowledge of my parents or friends, leaving it for destiny or luck, or perhaps I should say the kind providence of God, to direct my wandering footsteps. I had not been long upon the road, before I fell in with a substantial old farmer from Truro, a flourishing village situated near the head of the Bay of Fundy. This farmer, Mr. B. was wending his way to a market town; he took me up on the road, and I went with him to his home, at which place I stopped nearly twelve months, engaged in such light employments as a boy of tender age could easily perform. I left this place at the expiration of the time, partly in consequence of



the artfulness of a girl, whose name was Nancy, a relation in the family, and partly because of improper treatment received from Mrs. B. in consequence of this girl's stories. The cause was, that I, boy like, being fond of apples and other good things of a similar kind, used to indulge my propensity, and hide my booty in the barn, where she used to go for eggs. Nancy found me out, and complained of me, as she was fond of carrying tales. This complaint and others, caused me considerable trouble, but afterwards I was relieved from her presence by a sad accident, which brought mourning into the family. It was no less than the death of a dear child, by scalding, caused by Nancy's carelessness. After this, of course she could not stop there. I have no doubt I might have lived there contentedly after her departure, but the recollection of injuries and suspicions that had been heaped upon me, led to the conclusion to leave the place. After obtaining some new clothing for winter, I was preparing to go away, when who should surprise me one day but my father. He had by some means or other found me out. He was anxious to take me home, but as the family urged him to let me stay, and as I promised to come home by Christmas, he went away without me. Christmas was a long time coming. I got impatient, I was uneasy. But it came at last, and Mr. B. who had not forgotten my promise to my father, would only let me go home on the condition that I should leave all my new clothes with him. This was a damper. But I was determined to leave any how; so on the night of the 20th December I gathered together all my traps, with the assistance of a hired man on the place, who,—God bless him,—when he found I had no money in my pocket, generously gave me two dollars, which, besides a small axe that I had earned, constituted my whole available capital. I started at night,—the sky was clear, the moon shone brightly upon me, and the twinkling orbs of Heaven loaned their beautiful but feeble rays to light me on my homeward path. The night was piercing cold, but with a light heart and a cheerful hope, with health and a strong faith of future success to cheer me on, the beautiful starry world above smiling upon me in all its glorious beauty, I heeded not the cold. Once in a while, before the distance hid the old farm house from my view, I could not refrain from stopping to gaze at it, for after all I had passed some pleasant hours there, and when at last, I gave the parting, lingering look behind, I could but feel that I had severed one chain that bound me to my kind.

I continued my journey until I came to a frame house, about five miles from my starting point. I thought there might be some person in the building as it was partly boarded. I wanted to obtain admission for rest until morning. I knew not who or what there was inside, and after hesitating a moment, I determined to advance and seek an entrance, as I had a hatchet to defend myself from bodily foes and a conscience void of offence toward all the world; I, in the fearlessness of innocence, advanced boldly to the house, when what should I see but a ghost! yes kind reader, a regular bona fide ghost, but as it appeared in the shape of an old horse, and as he did not seem inclined to trouble me, I did not trouble him. We both were probably there for the same purpose, as I suppose a ghost, and especially one in the shape of an old horse, can't stand the rigors of

cold weather any better than other animals can, whether spiritual or material.

After my rest in the frame house, I started again on my route. In the morning, feeling hungry, I stopped at a tavern, where I refreshed myself to my heart's content, and when I offered to pay for my accommodation they refused any thing. I found that I was recognised as the boy who had passed that way a long time ago, on my first going to live with Mr. B. These kind people bought my hatchet for one dollar, and after having pocketed the cash, I started again for home. I continued my journey through that day, stopping at a tavern, where I was closely questioned as to my family, my destination and other inquiries of a like nature, which I answered correctly and to their satisfaction. In the morning, just as I was on the point of starting, I saw a drover with cattle on his way to market, and by means of helping him on the road, my expenses to Halifax were paid, without being obliged to draw upon my slender stock of funds. During this journey I travelled 28 miles per day, which for a boy only eleven years old, may be considered as pretty good walking. Arrived at Halifax, I was disappointed in not finding my father's family, as they had removed into the country some 30 miles back. As I was a stranger in the city, I called upon a friend of my father, who told me he had seen him a few days before, and had borrowed a horse of him, and said I might take him home. Here was a chance which was not to be neglected, but it occurred to me that I did not know the way.

"Oh! said the man, it is not difficult, let the horse go his own way and he will lead you home."

I did so, but such a way as he went was a caution to loafers, for he would stop at every tavern. This was not by any means agreeable to me.

As I proceeded slowly on my journey, I was overtaken by one of my father's neighbors; he knowing the horse on which I rode, accosted me:—

"Whose horse is that?"

"This? replied I, why it belongs to my father."

"Your father, you lying young scamp," returned the man, "the person who owns that horse has not got a boy so old as you appear to be."

"Well," said I, "as you seem to know who owns the animal, suppose you tell me his name?"

"Yes, yes! a likely plan that would be. That won't answer, boy."

Then, returned I, I will tell you, "this horse belongs to Mr. Elworth, my father."

"So!" replied he, "you do know one thing, you have told the name of the owner, but now explain to me how you come by the horse and don't prevaricate."

The obstinacy of this man in not believing my statement, was not very flattering to my feelings, but I had no other alternative, than to go on and explain the whole matter, which I did in such a way as to convince him of my honesty, and as we stopped shortly after at a house for refreshments, the man told the whole story, when an old lady looking me full in the face said:—

"La, bless me, I should know that boy for a son of Mr. Elworth's without my spec's."

"And so should I have known him," dryly replied the old man, "if I had not lost my spec's." Shortly after, we were on the road again, and I soon arrived home, without experiencing any other incident worth mentioning, after an absence of nearly a year. My parents and the rest of the family were well. I was received with open arms by them, and though young, I had seen enough of the world to realize the truth of the old song,—

"There's no place like home."

This feeling, however strong at first, lasted but a short time, as I shall show in the next chapter, how soon I was upon the tramp again

## CHAPTER II.

As I intimated in the last chapter, my stay-at-home feeling did not last long. I was restless and uneasy. Like the caged bird, I wanted to steer my course withersoever my free mind, and the law of destiny would lead me; but according to the advice of my father, and the operation of my better judgment, I consented to stay at home for the winter, and attend to the schools which by intelligent legislation are so thickly scattered over the land, "forming," as an elegant writer has observed, "the strongest bulwark of our free institutions." I rejoice and glory in my country for the noble system of education which is established for all classes of the community, though truth to say it, I did not appreciate these advantages as I ought to have done, as my only education has been picked up while travelling: but this seems to be a proper place to give a forcible motion to my young friends. It shall be done in a few words.

Do not neglect the rich means of education with which you are favored. Opportunities lost in youth can never be recovered; and do you remember, that an educated people, is the surest guarantee for the stability of our constitution.

After attending school about three months, I again started for Halifax, with the expectation of learning a trade. I had three dollars, which did not last me long. After spending all my money, I could not get a trade. No person would take me even for my board. This was a sad state for a young boy, and I began to think of home, but my roving disposition could not be satisfied with that conclusion, and as fortune did not smile upon me on the land, I determined to try adventures at sea. It was not long before I found a chance as cook on board a trading schooner for whatever the master was pleased to give me. This was hard fare, but necessity knows no law, and must bow to circumstances. I sailed in this vessel all one season, and in the winter went on shore to live with the captain. Here I began to find out what hard work was, for I had to do

all the work, as there was no horse or any other live working animal on the place, not even so much as a dog or cat to lick the plates clean. The boy, Tom, was always called upon;—I must do all the work, while they had all the fun. This, thinks I, is seeking a fortune with a vengeance. I was willing to sell out low to any body who would offer, but as no customers came along, I determined to throw up my privilege and start again on another tack. The captain's name was Pye, if I could have given him a pie, as hard crusted, as tough meated, and as ugly tasting as himself, he would have thought it a shocking bad one, but, poor fellow, I forgive him, I don't wish him, or any one else such bad luck.

Leaving Captain Pye, and all the little Pyes, I packed up my scanty wardrobe, the miserable pittance of nine months labor, and again without money, launched my frail bark upon the world's stormy sea. St. Mary's was 15 miles from the Pye camp, and in the month of March I started on my trusty legs through a woody country; there was neither settlement or house the whole distance. About 8 miles from my starting place, I reached a river, but there was no bridge on which to cross. Nothing daunted, however, I selected a passage where the ice seemed strong enough to bear me, and I ventured upon it, but after advancing a few paces the ice gave way, and I was submerged in the water. This was a narrow escape, and but for some twigs that were overhanging the bank, I could not have extricated myself. But thanks to perseverance and good luck, I was not to be drowned that time; after shaking myself I ventured again, but would trust the ice no longer; farther up the stream where I could see the stones, with the help of a long stick and the water up to my knees, I reached the other side in safety. I was next obliged to cross the river St. Mary on the ice, which I did safely, as the ice was very strong. After taking a breakfast at an inn, for which no money was asked, and filling my pockets with oaten bread, I started again on my journey, and took my route to the East River of Pictou, which was thirty miles distant, through a densely wooded country. Here I found the people speaking a dialect that was entirely new to me, it being Highland Scotch, or (Gaelic.) The people are hospitable to the last degree; they would not permit me to leave without giving me as much *oaten bannock*, a most nutritious and palatable cake, as would last me on my journey to Halifax, whither I told them I was going to see my father and mother. These kind people were extremely solicitous for my welfare; they thought and felt that I could not reach home at that inclement season of the year, it being at such a distance, and I so young to travel it through storm and snow. However, I ventured, and walked from East River to Middle River, about 30 miles. Proceeding on, I was overtaken by a party of young ladies and gentlemen who were going to a wedding about 12 miles distant. One of the men asked me to ride behind him, which I readily assented to; he gave me his hand and I was soon on the old mare's back, happy enough to find so good a chance, but oh! the uncertainty of human expectations. This riding on a raw boned horse, without a saddle, is not what it is cracked up to be, especially if it is slab sided and lame, as this poor beast was. We jogged on, however, and after a hard ride, I was landed at the door where the wedding



was to be. The party was welcomed by a salute of muskets, and afterwards by passing round to each one the pocket pistol. As my fair readers, and I hope I shall have many, may not distinctly understand why we were so received, I will give a little explanation. At the time of which I am writing, Pocket Pistols were all the fashion; and all classes of the community, including the reverend clergy, would have thought themselves neglected, if, in paying a visit to a friend, a charge from the pistol was not received by them. Its uses, I will not attempt to define. Suffice it to say, that the difference between it and our common pistol is as follows:—the latter charged and discharged upon a person is sure to kill or deeply wound at the first fire; the former will not kill at the first fire but greatly exhilarate; the second discharge will place a man in a situation that has been called *how-come-you-so*; and the third and succeeding discharge will carry the victim through different stages of bliss and excitement, until finally the last and fatal firing will bring him to the floor. The wounds, however, are not mortal, for the next day you will find the same subject, popping again from the same pistol. If used continually, however, there is a charge that will send its deluded votary staggering into eternity.

As it was now late in the afternoon, I was induced to remain in such good quarters, so about 8 o'clock, the supper table was laid with all the substantials that a good country housewife, with a well stocked larder, knows so well how to provide:—superior by far, to all the fripperies and nonsense of French and Italian cookery,—stuff suited only for delicate dandies and diseased appetites.

After supper was over, I received an appointment to attend the liquor kegs, for it was said, if the boys attend them, they will all get drunk. Willing to be useful, I commenced my official duties in dealing out the liquors in tea pots and coffee pots to those who superintended the feast, until a late hour at night, when lo, the kegs would yield no more juice, and I was relieved from my post, when I had an opportunity of participating in the sports of the occasion, and it was rare sport too. As the house was a small one, and the company large, the beds too, being scarce, consisting mainly of wool just as it came from the sheep's back, the happy couple who had been united in holy matrimonial bands, were obliged to make the nuptial chamber in the *barn*. Dancing was kept up all night, and as the song says “till broad day light.” The next morning the festivities were commenced again, and dancing to the music of bagpipes gave such hilarious feeling to the company that it was difficult to stop them. One young fellow and a beautiful girl, his partner,—danced themselves quite out of sight, and were only discovered after an hour's anxious search. They were married in about a fortnight. Such are the effects of dancing.

After such a jolly time, I resolved not to go home then, and as I received an invitation from the married couple to go and live with them I accepted it, and stayed with them all that summer until fall. I again was discontented as our dispositions were not alike, and I made up my mind to leave, more especially as they were not disposed to give me any thing for my labor. I accordingly took up my line of march again, whithersoever my fortune would lead me. It was bad enough before, and some would not have trusted to it



again. But fortune is proverbially blind, and as she had made such mistakes with me, I was inclined to try again and trust to luck, for

" 'Tis a lesson all must heed,  
If at first you don't succeed  
Why, then ! TRY AGAIN ! "

### CHAPTER III.

" If *Hope* be dead, why seek to live :—  
For what beside has life to give ?  
Love, Life and Youth, and Beauty too—  
If hope be dead—say what are you ? "

Notwithstanding my previous hard lot, I started again cheerful and happy, hoping for better times. Hope is a plant, deeply rooted in the heart of man, it is a living a glorious principle ; it leads on to high and noble deeds, to glorious aspirations : it is with the wanderer in desert lands, the same bright guardian against despair, and the same great pioneer towards the goal of happiness and distinction, as the favorite of fortune sees it in his easy dreams. The beggar in rags feels its kindly influence as much as a king upon his throne. It is a universal benefactor : and young as I was, hope's bright radiance led me on and sustained me. I steered my course to Pictou, N. S. where I obtained employment with an eminent ship builder in that place, though I was an entire stranger there. I stopped at this place but a short time, for the captain of a pilot schooner induced me to leave. With the captain I made a bargain to go in his vessel as cook for a suit of clothes and as much money as would take me back to my parents. This he agreed upon. I sailed with him until late in the fall. We traded to Miramichi, the Gut of Cansor, and all along the coast. When she was laid up in the winter I received more than I expected for my services, and as I was promised plenty of clothes and board through the winter, besides a good chance in the schooner. When the season opened, I consented to stop with the captain. It was at a place called Gulph Shore, inhabited almost entirely by Scotch people, and owing to the peculiar position of the place no business was done there in the cold season of the year. Consequently frolic and dancing with social intercourse occupied the whole time. There was but one church in the place, and that was Catholic it being the religion of all the inhabitants there. The character of these people, the Highland Scotch, is peculiar for its simplicity, its straight forward honesty and unbounded hospitality. No stranger is turned away empty handed from their doors, but all are free and welcome.

The Catholics, it is well known, are religiously strict in the observance of their feast days and their fast days. I could stand the feast days very well, and if they would last all the time might turn a Romanist myself, but the confounded fast days come so often that they spoil every thing, especially to one who enjoys an appetite like mine. On these occasions I used to look after my own provisions,

and many is the time that I have enjoyed myself on some delicious hams that were stowed away in the cellar, not to mention a host of other good things, that I laid seige to during Lent time. Said I to myself, as it is *Lent I might as well borrow*, and so I did. There was an old lady in the house, who did not understand a word of English, but she had an Argus eye, and used to catch me at times, when I had my eye, and my knife too on the hams. But I cared not for that, for I would not fast where I could get any thing good to eat. If they thought me a heretic I could not help it, for I was then like the man who attended church, when the minister delivered a pathetic discourse, which caused the tears to flow from all eyes but his.

"Why are you not affected?" said a lady to him who perceived his indifference, "Why are you not affected?" the tears streaming down her eyes all the while.

"Oh!" said the man looking steadily at her, "I can't cry, I belong to another parish." That was the case with me I could not fast, for the same reason.

At one time the old lady while I was in the act of broiling a piece of ham on the coals, thought to nab me but I was wide awake, and as I had my blanket by the fire, the better to carry on my designs, I grabbed up the ham with any quantity of coals, for I can assure you I was in a hurry, wrapped my blanket around it and started full run for my room, the blanket smoking meanwhile like the chimney of a locomotive, which in fact is a good comparison, for I was going rail road speed. This incident however put an end to my business, for that burned blanket could never be forgotten by them, and it continued to haunt me, rising up before my mind's eye like Banquo's ghost in Macbeth, "to push me from my stool," whenever my craving led me to think of another attempt of the same kind. As by a law of nature all temporal things must have an end Lent fast past by, and then such feasting! I was quite pious in that way you may depend upon it, and it was truly edifying to witness my zeal in the ceremonies at the table.

In the spring I was again on my way to Pictou, for the purpose of going in the schooner. I bade farewell to these kind people, with my pockets full of bread of which there is no scarcity there, but as the Irishman says, "with never a cint of money." The Irishman didn't exactly say that, but when asked by a comrade "Have you never a fourpence?" "Divil a one but two" was the characteristic reply. I left my kind entertainers with regret. While with them I passed many happy hours, and not the least advantage that I gained, was a perfect knowledge of their musical but strange dialect.

I arrived at Pictou the next day, hungry and tired, but with the confidence that had hitherto sustained me. I was happy enough, and looked forward without a shade of doubt to the time when I should have plenty of money in my purse. I sailed all that summer without meeting with any particular adventure, and in the fall took passage in a schooner laden with coal, bound to Halifax. She was an old craft, and not at all suited to fall gales; her sails were rotten and she was deeply loaded. We were five days and nights at sea. On the morning of the fourth day a dense fog came up, but at 10 o'clock the fog cleared away, when the wind began to blow vio-

lently from the S. W. At sun down the gale increased, and we were obliged to double reef all sail, and at 8 o'clock the sea began to roll mountains high. The vessel was laid too under a reefed fore sail, but that was soon split into ribbons by the force of the gale; we then hoisted our gib and steered before the wind until day-light, the sea making a continual breach over us, filling our boats which were on deck, at every roll of the vessel. Her rolling and pitching,—now in the deep trough of the wave, again on the summit of the lofty billow,—sometimes covered with water, and then receiving an impulse as though the angry ocean would eject us from its bosom, not unlike the force with which an immense rock is belched forth from a volcano, the vessel and masts groaning all the while like a living thing that understood the deadly peril of the time; the hoarse whistling of the wind through our shrouds; the cracking of sails and fastenings, altogether induced the fear that we should not out-live the storm. Death seemed to stare us in the face, but by the morning the gale had subsided. We set all the sail we had left, and with a fair wind we entered port that night, feeling deeply grateful to a kind providence for protection, when so many other vessels were destroyed, for we could see all around us evidences of wrecks and the tremendous power of the storm.

The next morning I started for home, where I arrived in safety after an absence of about two years and a half. My parents I found had removed to another village; they received me with every demonstration of joy and affection. As I liked a country residence better than the city, I remained at home for some time. But, as my mother used to tell me, my wild oats were not sown, I, after a while, began to feel a strong desire for travelling again, and go I must, unrestrained by any one.

This was a wayward feeling I could not help indulging: though it may seem strange that after experiencing such hard fare and suffering the extreme perils of a pitiless storm,—escaping as it were from the very jaws of death,—I could not content myself with home and all its enjoyments.

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#### CHAPTER IV.

A youth upon the ocean cast  
On life's tempestuous wave,  
I put my trust in PROVIDENCE,  
My life and health to save.

Again upon the road, I travelled direct to Windsor, a town about 45 miles from the village which contained my father's home. I started on Sunday morning without the knowledge of my parents, while they were at church. Arrived at Windsor on Monday noon, I immediately took passage on board a schooner bound to Parrsborough, a harbor in the bay of Fundy. Before I proceed, let me say that on my route to Windsor, as well as in most of my land travels, I have almost always enjoyed the glorious privilege of using my own

coach, and it will be seen by and by, that it has not proved a slow coach either. I mean my own good legs with a strong body to support them. The springs of this vehicle were "muscles as strong as iron bands." The team, good health, good appetite, and a strong resolution. While on the passage I made a bargain with the Captain to go as cook and steward in the vessel for six dollars per month. In this employment I sailed three years. She run as a regular packet from Parrsborough to Windsor and Horton. While I was at Parrsborough my family removed there, and it was a pleasure to me to be enabled to render them assistance for the first time. I spared for them out of my wages all that was not necessary for my clothing. During the first six months that I was in the packet the captain was very kind and attentive to me. It was not too much trouble for him to do any thing that lay in his power. He would give me good information in my profession, and teach me other branches of useful knowledge. I shall never forget his kindness, and while I live Capt. Stickney shall always be remembered as a kind friend and patron. After leaving the packet I engaged on board of a schooner bound to Antigua. She was deeply laden with lumber. We sailed with a good wind and made the port in 18 days. This was the first time of my leaving home for a foreign shore, and I experienced those peculiar sensations which none but those who have left their native land can realize; but the following beautiful lines, speak forcibly as near as language can express, the hopes, sorrow and anxiety of parting friends

#### THE FAREWELL.

Fare thee well! the word is spoken  
Lips have breathed the last adieu,—  
Hearts have bled o'er pleasure broken,  
Pure as friendship ever knew.  
Fare the well—may absence find thee  
Still the same as now thou art,  
Treasured thoughts of those behind thee,  
Dwell forever near thy heart.

Looks lit up with hopes may meet thee,  
In some far and stranger land;  
Welcome smiles of pleasure greet thee,  
Eyes of love and voices bland:—  
But when brightly pass before thee,  
All the joys of fashion's train,  
Memory's magic charms steal o'er thee  
Bear thee to thy home again.

Hearts drink agony to-morrow  
Whence to day, their solace springs,  
Chequer'd scenes of light and sorrow,  
Mark the course of human things.  
Soon alas! the fairest roses  
Lie disrobed of all their bloom,  
And life's pageantry discloses  
But a pathway to the tomb.

During our passage to Antigua, while standing with the man at the wheel one day, I noticed a large sea coming directly astern, and observed to him "that sea will be aboard of us soon." We were then



scudding before the wind under a close reefed topsail. He looked at it, and either not fearing the effects of the wave, or discrediting my remark, said "let it come." And sure enough it did come, and that right powerfully; the vessel was broached too by its force and we were buried in the trough of the sea. I was washed over the lee rail, but by the stillness of the vessel, she laying dead in the sea, I was fortunate enough to catch hold of the lee fore chains and regained the deck, not at all damaged by this involuntary launch upon the ocean. The vessel was put before the wind, and with the exception of my leaving my ship-mates so suddenly, nothing materially occurred during the rest of the voyage. We came to anchor in the bay of Varram, the captain with two men went ashore, but soon after the men came on board again much displeased with the captain because he would not give them money to purchase liquor with, as they had had none for some time. "Well," said I "if the mate is willing I will go on shore, and make a trade with the negroes for some." The mate gave me permission, and with one of the men I started off. There were about 50 negro women on the beach,—as they had descried our boat approaching,—who were ready to deal with us. My companion in the boat, seeing this host of sable beauties almost in a state of nudity, would not venture his precious carcass among them, but left it for me to follow them to their huts, where I soon procured, without any difficulty, the desired article. We soon after pushed off for the vessel, where the bottle was passed round with such zeal and good will, that two of the men were soon drunk; one of them attempted to throw me overboard and would have done so, but for the prompt interference of the mate. I did not much fancy this treatment. It was experience that liked to cost me a high price. That way of settling accounts for services rendered I thought was not exactly the thing.

The next day we sailed for St. Lusea, the captain not having been able to sell his cargo. We found a market at St. Lusea, and after discharging cargo, we laid by two weeks, waiting for a return freight. During this time the sailors were employed in cleaning the ship, setting up the rigging, &c.

One evening an incident of rather a romantic nature occurred: it was after the men had finished work and were below for their supper, leaving me alone on deck. The season was warm, and for comfort I wore only a shirt and thin pantaloons. Our craft lay about 60 yards from the shore. Nearly opposite to us was situated a house with a balcony projecting over the water. Upon this balcony two young ladies were playing. I had noticed them a little before, but while looking another way I heard a scream and a splash, and turning quickly round, one of the ladies was struggling in the water; she had it seems, while playing, ran violently against the railing which surrounded them, when it gave way and she was precipitated a distance of about 20 feet.

No sooner did I perceive her perilous situation, than I, not thinking of the sharks, of which the harbor was full,—indeed so terrible were they, that even the natives dare not venture into the water,—but not thinking of them, I plunged in dressed as I was to the rescue. I swam with all the force in my power, and when I reached the spot where I first saw the girl, she was no longer to be seen.

Buoying myself up for a moment, and fearing that my assistance



had arrived too late, while on the point of striking in for the shore, her head appeared above the surface a short distance from me. I reached her by vigorous strokes, and succeeded in taking her by the long ringlets which adorned her head, just as she was sinking again. By forcible exertion, I kept her head above water, and clasping one arm around her waist, she clinging to me with all the desperation of a drowning person, I was fortunate enough to bear her ashore.

Prior to this I had not dared to venture into deep water. I never thought much of my ability as a swimmer, but the excitement of mind caused by a young lady on the point of drowning, overcame all fear, and the strong hope of saving the life of a fellow being gave vigor to my nerves, and strength to my arms, which served to carry me through successfully.

Unfortunately there were none of the family at home during this time; the sister gave the alarm, but there were only negro women about, who, however mustered near the spot, but they would not relieve me of my fair burthen, so, dripping wet as I was, and somewhat exhausted too, by my previous efforts, I was constrained to carry her to the house, the negro women saying "massa will carry her, massa will carry her."

After leaving the fair sufferer in her own chamber, in charge of her almost frantic sister and the domestics, I thought it about time for me to leave, and without saying a word. I left the house unobserved. Not caring to mention the subject to any one, or even to let it be known on board that I had been on shore, I concluded to swim off, and luckily arrived when the deck was clear. After changing my wet clothes I was again attending to my appropriate duties, and none on board were the wiser at that time for my adventure.

The next day, our captain received a message from the father of the young lady. The message was answered, and the father, who happened to be the merchant to whom we had sold our cargo, wanted to learn from him which of his crew had been instrumental in saving the life of his daughter.

"I cannot tell you sir," replied the captain, "I think it was none of my men, as they were all on board last evening,"

"You are mistaken," replied the father, "it was some one from your vessel, as my daughter saw a person spring from the rail."

"If that be the case," returned the captain, "I will make inquiries for the individual."

The captain, somewhat astonished with this short confab, came off to the vessel, and mustering the crew, asked each one individually if they had been ashore the night previous.

All the men except myself,—I was then below—gave a prompt negative to this question. This answer more and more perplexed the captain, as the merchant had assured him that some one was seen to go off from the vessel to the rescue of his daughter. I was the only one who had not been asked. The captain came below, and said to me,

"Do you know of any of the crew going ashore last evening?"

"No sir!" replied I, rather demurely. "None of the *rest* of the crew."

"None of the rest of the crew?" returned the captain, "well then, were you on shore?"

I hesitatingly said, yes sir. "Why did you not inform me of this before," observed the captain.

"Because, sir," I continued, "you are always making sport of me about the girls."

"Yon young scamp," replied he, in a pleasant way, "this may be the means of settling you on the island, with a rich merchant's daughter for your wife."

The captain then asked me to explain all that happened, which I did. He caused me to dress up, and I went ashore with him.

When we reached the house, the father said, "well, captain have you been successful in your inquiries?"

"Yes, sir," replied the captain.

"Well, well! that is good," returned the father, "send your boat off and have the man brought up here."

"He is here already," said the captain smilingly, "this is the young scoundrel," at the same time taking me by the arm and presenting me to the surprised parent.

A series of inquiries then followed as to my parentage, my situation, &c. which the captain, who, by the way, was my own cousin, answered for me.

After shaking me by the hand with a cordial welcome, and asking every particular about his daughter's danger, and my agency in rescuing her, he told me that his daughter was anxious to see me. I gave a reluctant consent to see her, for I was bashful enough, (I am always bashful with the girls, ladies mark that.) I followed the father to her room, where she received me with every mark of gratitude. Soon after I entered, the father and the captain retired, leaving herself and me alone. She then began to put questions about every thing concerning me, and concluded by asking me if I would not like to live at St. Lusea, but I told her as I was young, (she was about the same age) I preferred going back to my parents at that time, as they were anxiously expecting me. Her persuasions to have me stop were continued, but all was of no avail; after conversing with her some time she gave me a token of friendship, and I left to go on board the vessel, but not without receiving a pressing invitation to call upon her as often as possible.

As there was no water in the harbor fit to carry to sea, the hands were obliged to go in a boat to another part of the island for the necessary supply. I prepared the provisions for the boat's crew early in the morning, and they were gone the whole day. They returned in the evening somewhat drunk: the mate after getting the water on board, together with coral and shell, that had been purchased of the negroes, seeing some of them broken became enraged at me, seized me by the collar and gave me such a shove against the rail, my face falling directly upon it, that it was pretty well battered, giving me among other things a nice pair of black eyes, and, with this exception, that was the only accident that occurred to me while at St. Lusea.

We took in our cargo, and was ready for sea again. I called, to give a parting visit to the fair one whose life I had so providentially saved. Their feelings of gratitude were undiminished, and after re-

ceiving a handsome present from the father, I took a final leave of them, with a promise to return, but that promise I have not been able to perform.

We had a pleasant passage home, where we arrived after an absence of three months.

I remained at home a short time, when I again tried a sea voyage. I shipped with a captain bound for Liverpool, in the capacity of steward. In about 22 days we made the Irish coast, and found a harbor in the cove of Cork. From thence we sailed for Liverpool, where we laid 3 weeks discharging and taking in cargo. When we were ready for sea, the sailors wanted more money to spend on shore, but the captain would not give it them, as they had already drawn more than was their due. At this, they all went on shore refusing to go back again. The captain obtained help to get the brig out of the dock into the river, and by the next morning he had shipped a new crew, but such a set of quarrelsome devils I had never before seen, and since, with more extensive acquaintance with men, I have never met their equals.

The ship was got under way that day, and we sailed with a fair wind. On the morrow, while the hands were reefing topsails, one of them fell from the maintopsail yard, head first into the long boat, but he was not much hurt. Such chaps as them were, are hard to kill.

Our homeward passage lasted 90 days, during three weeks of which time we were put on a short allowance of only one pint of water and two biscuits per day. There was no fish or meat of any kind. We had not even oil in the binnacle to see the compass. We arrived home at last, and as I began to feel tired of the sea, I was inclined to learn a trade. I went to Halifax with my father and was bound apprentice to a cooper. But I soon found he was one of those unfortunate beings to whom nature had denied a soul. I managed to get along very well for some time, but as I was the youngest apprentice all the drudgery was put upon me: this I could put up with, as hard work never frightened me, but I was debarred from all amusements and every relaxation. The men in the shop sometimes gave me money, and encouraged me by such words as these, "never mind Thomas, you will make a better workman than John," "you will beat him yet." I continued in this way for some 10 or 12 months, when I was taken sick and confined to the bed for three months, at last the disease gave way, and I was again able to stir about, though in a very enfeebled state. The doctor advised me to give up my trade. I informed the *Boss* of the doctor's advice, but he said to me "you shall stay your time out," and like the old Egyptian Pharaoh, he put on me "burdens greivous to be borne," and so I determined to run away if I could only get my indentures. One night I went to the play house without asking leave, and when I came home my master beat me in a manner that was no ways slow. I shall never forget him.

The next Sunday morning I started away early, taking all my clothes which made a bundle not heavy to carry. After travelling 30 miles into the country, I thought all risk of pursuit was over, so I jogged on very contentedly. I happened to get a chance to ride, and had been on the waggon but a little while, when on hearing the

sound of a horse behind I turned, and who should I see but the atrocious fellow whom I had but just left. I at first thought to run for it, but not knowing what the result would be, I remained in the wagon. When my master had approached near enough he hailed the man I was riding with, by "hallo Sir! you have got my boy with you, he has run away, and I have come all the way from Halifax," and then turning to me.—

"Well, you have had a good ride, sir!" confound you, thought I, I should have a better ride, if your ugly face had'nt come along this way.

There was no hope for me this time, so I must needs go back to Halifax. When we arrived there, he said to me,

"Now Thomas, if you will stop and go to work I will do well by you."

"Sir," said I, "I will never do another day's work in your shop, I have suffered enough already."

"Then I will put you in jail," "Do as you like," I replied, "my mind is fixed."

When he became satisfied that I could not be induced to stay, he told me I had better go to my parents, and give up my indentures.

"That I will with pleasure," cheerfully replied I, and then added "had you treated me one half as well as the other boy is treated, I would have stopped my time out."

The next day I received my indentures, and burning them before the whole shop's gang, I exclaimed, "there go the first and the last indentures that shall ever bind me."

With these words I took my departure and started once more for Parrsborough, where I arrived safely, but judge, gentle reader the pain I felt, when I found my father had been dead nearly six months and my mother alone. I found a desolate hearth instead of a father's blessing, but these are subjects for private reflection. My mother received me joyfully.

## CHAPTER V.

After the unpleasant tidings of my father's death, I determined to stop at home for the present, and hired myself to a farmer for six dollars per month, the most of which I gave to my mother. The succeeding summer I engaged in the service of a young gentleman who was about to visit the West Indies for the benefit of his health. We went to Halifax, but there finding a married sister who was going to the West Indies, he joined their company and I remained at Halifax, with the old lady of the establishment, until the return of the travelling party, which was about one year from the time they started. I still remained with this gentleman in the capacity of coachman. He was I remember nominated as member of the house of Assembly. After he lost his election, we retired into the country where I passed a jovial life. Among other places that were visited was Truro, the town I lived in, when I first set out from my father's house. But so great had been the alteration in my appearance that



very few people knew me. Indeed my old master, whom I called to see, had lost all recollection of my features. This being the case, I came away without making myself known.

After returning to Halifax, Mr. S. my employer was called away to New York, on business, and as he was to be away for some time, he concluded that he would close his house, and as I was not going with him, he offered me a chance in a brig bound to Demerara, I accepted of his proposal, and when the brig was ready for sea I went on board.

I was not much acquainted with the captain, but I knew him well before we arrived home.

Our cargo consisted of beef, pork, lard and flour. We had a pleasant passage for the first five days, but then a squall struck us with such fury that we were thrown upon our beam ends, where the brig lay for six hours. At the end of that time, the wind abated. Our deck was swept entirely clean of every thing moveable.

The next morning was calm and pleasant. We had sprung our main top mast in the gale, and the fine calm that succeeded gave us a good opportunity to make repairs. After a passage of 25 days, we came to anchor off the bar. The boat was then lowered, and I, with others of the crew, pulled some 5 or 6 miles up to the town. The captain stopped ashore that night, keeping me with him. At this place I saw a sight, that to me seemed passing strange. It was a black woman nursing a white child. Whatever others may think of this practice, it did not then and does not now appear to me to be proper. It was, I afterwards observed, a common practice at Demerara.

The next day I went on board the brig with the pilot. We weighed anchor and stood up the harbor. Seeing the soldiers in the fort stirring pretty lively, I said to the mate, "they are going to fire upon us, I see a man with a slow match near the gun," and while I was yet speaking, the gun was discharged: the shot passed across our bows, and they were preparing to fire a second time, but our topsails were immediately put aback, and the mate and pilot went on shore to see what the trouble was.

They were told that the vessel had no passport to enter the harbor, that was deposited in the fort, and the orders were strict to stop every vessel that attempted to enter without one.

The mate upon this, went into the fort, and, after overhauling a bushel of papers, more or less, he found the passport. This was a damper to the doughty defenders of the harbor, more especially as they were obliged to pay £25 sterling for their mistake.

Without any other hindrance, we sailed up to town. The succeeding day being Sunday, most of the crew went on shore. For myself, I started on a tramp alone. I came to a sugar plantation, I observed here canals lead from the river, made for the purpose of irrigating the extensive rice fields belonging to the plantations.

Generally it will be found, that the sugar and store houses are on the banks of the river, and canals, like the one I saw in this plantation, are made to answer a double purpose, first to let the water back, and again to bring down upon it to the store house, the produce of the plantation.



Passing along in this plantation, I met a venerable negro, with a woolly head to be sure, but a head as white as wool too.

"Are there any oranges on the place?" said I to him.

"Yes, massa, yes; he! he! dar is one off dar, he! he! you see him dar! massa, chuck full, you get em, he! he! he!" and away went old snow top chuckling to himself in a manner that I could not account for.

Feeling inclined to taste this delicious fruit fresh from the tree, more especially as I had just come from salt junk fare, I took the old man's direction, and, sure enough, there was a tree richly laden. It appeared strange to me, that this tree alone should be left so full, when all around it, the others had been completely stripped. However, that was none of my business, so I climbed the tree and helped myself to as many oranges as I could carry in two handkerchiefs, but I soon found I had got into a hornet's nest, for in a short time they were buzzing about my ears like mad ones. I fortunately escaped without being stung. This nest explained to me the reason of the tree being left unpicked, and unfolded the mystery of old snow ball's mirth.

On my return I met the old darkey again.

"Here said I, what did you lead me into such danger for?"

"Gorra mighty, massa, you hab got enough!" said he evidently surprized to see so many oranges from that tree.

"But, why, returned I, don't you answer me? Why did'nt you tell me of that hornet's nest."

"Oh! massa! you good man, dey no sting you, take bad man, sting him like de debble".

I thanked the old man for the compliment, and continued on towards the brig. Arriving on board I shared my booty with the rest of the crew, for I never was, as the old saying goes, "like a hog in the corn," and permit nobody to share but himself. I ate a goodly number, but the next day I found that "I had paid dear for the whistle," as good Dr. Franklin, has it. I suffered with a severe cholic which laid me up four days, but I recovered again, soon enough to assist in discharging the cargo.

We lay by for some time waiting for a return freight. Sunday came again but there was no liberty for me this time. So I was obliged to content myself with going below and overhauling my chest, mending my clothes, &c. This was the way I used to employ my time, while the rest of the crew were sleeping. I never could sleep sound during the day time, no matter how tired I might be.

After washing my clothes this day, I sat down to read in the bible that was given to me the first time I went to sea; the same bible I now possess and esteem it as a precious relic. This reading led to reflections of a different character from that which formed the course of my week day thoughts.

I was not so inured to hardship as I am at present, but the same tender and social feelings which I then cherished, I still retain. If at any time I chanced to see a person in distress, my means were always ready to be shared with him. If I knew a person habituated to drink, however, I would give them nothing, as there is no safety in furnishing a man with assistance, when it is possible he may use

that very assistance to sink him deeper in destitution and disgrace: have very seldom met with reciprocal kindness and have sometimes felt like retiring from the world, but then, thought I, this world is for the good of man, why should I despair,—let me live in it, do all the good I can, so that it shall not be said of me, when I take my departure for another, and I trust a better world, “*He has lived in vain.*” My reflections were directed to the following train of thought:—

Give ear! ye mortals here below:—  
 Into the grave we all must go,  
 Unthinking of the time we’ve spent  
 Upon this earth in sweet content.  
 But by our follies onward led—  
 Till we are brought to a sick bed,  
 Our sins will then around us throng,  
 And wreaking pains keep up the song.

Why, then! should we in prime of life  
 Forsake the laws of God and man:—  
 And turn a traitor to his trust,—  
 When we have got it from his hand.  
 The wicked shall not always live:—  
 God’s laws did first ordain it so,  
 The man that sins will often see  
 Life’s changing scenes in grief and wo.

Then let mankind be all prepared  
 For that great day which soon shall come;—  
 When we shall hear that joyful word  
 “Return, ye ransomed sinners home.”  
 The Lord of Hosts; He reigns on high  
 At whose command the winds stand still:—  
 He leads us through this world of care  
 Until we reach bright Zion’s Hill.

But to return to the vessel. After taking in cargo and all ready for sea, we bought fruit of the slaves to take home with us. We also bought parrots from the Indians who came alongside in their canoes. These Indians were the handsomest formed people that I have ever seen; their distinct red or copper color and long glossy locks of black hair, their freedom from all restraint except what their own inclinations dictated, formed a strange and strong contrast to the miserable and degraded negro slave.

We left this land of plenty with some regret, and after a passage of 21 days made the head-land of Halifax. The same night we were safely moored at the wharf after an absence of 3½ months. All the hands were paid off but myself, and I was appointed ship-keeper, but when the ship was discharged, I was paid off, and after visiting at Mr. S’s house, the owner of the vessel, and spinning long yarns with the girls of the house, I turned my attention to the country, it being in the middle of summer.

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## CHAPTER VI.

While travelling on land it has been an almost invariable rule with me, to travel on foot, preferring that mode of conveyance to any other I have yet seen.

While at Windsor a proposition was made for me to carry the mails from thence to Lunenburg, a distance of 35 miles, for \$20.00 a month. The mail would average 15 pounds. I attended to this business five months, but still bound to see the world I gave up the chance and went back again to Halifax.

Here I engaged to go on a sealing voyage to the Straits of Belle Isle. The crew consisted of seventeen Irishmen, three Nova Scotians and myself. The captain and other officers were all Irish. Our vessel carried five boats. We had not been out to sea more than five days, when we encountered a tremendous gale of wind, which obliged us to lay too for 13 days, with a rudder at the bows in order to keep her more easily head to sea.

After the gale had subsided, we took a fair wind and run down the ice in four days. We entered an immense field of it through an open space, and soon were entirely surrounded.

The following morning all hands were called, and with the usual implements in this kind of fishery we launched our boats, the ice not being very solid. The skipper of each boat chooses his crew by lot, and I was choosen a *jumper* of the first one. Each boat carried two long sealing guns, one at the bow, and one at the stern. When a seal is descried upon the ice, which is sometimes a great distance off, the boat is rapidly propelled towards the spot, and should the seal notice the boat before we reach near enough to jump upon the ice, the man at the bow fires his piece. The *jumper's* station is immediately behind the man who holds the gun, and on reaching the piece of ice where the seal is, the jumper, with a gaff in his hand, his foot upon the gunwale, where a cleet is fixed to prevent him from slipping, jumps upon the ice, and hooking the gaff into the seal secures it, and returns with him to the boat. This is a perilous job, as the jumper, is always obliged to start from the boat first, and often breaks through the ice.

After filling our boats in this way, we return to the ship, which is sometimes entirely out of sight. Indeed, in one instance, we were obliged to haul our boat upon a large piece of ice, and there remain all night without food or water, being prevented by a thick fog, which is very prevalent on that coast, from seeing the vessel. The next day we reached her, after an absence of four and twenty hours.

When seals are scarce, we fill our boats with them as they are taken. But when plenty we dress them upon the ice and throw their carcasses into the water, that we shall not be deceived when seeing them upon the ice a long distance off, which is sometimes the case. In this way we exert ourselves to see which boats crew will take the greatest number of seals during the voyage.

There are five kinds of seals. The first is the young, called *white coats*; the second is the *young hoods*; the third is the *Bedlamers*; the fourth *Saddlebacks*; the fifth *Old Hoods*, which are the largest. There have been times when vessels have laid by two weeks waiting for the *white coats* to grow large enough to take. Their growth is very rapid, and they are large enough to kill when only four weeks old.

We were in the ice 10 weeks before we completed our load. It is seldom we get seals of the largest size, as they are too knowing to be caught. I remember we one day saw an Old Hood, a long distance off, we pulled towards him, and reached the spot before he

was aware of our approach. He was so large I was afraid to jump upon the ice first,—it was the largest seal I had ever seen,—so one of the gunner's jumped with his gaff, and struck him on the head breaking it at once ; but this did not kill him. The seal made a spring towards the gunner and he was obliged to retreat to the boat, although he was an old hand at the business and had probably killed thousands, and this, he declared with an oath, was the first *Old Hood* that ever caused him to run. But the *seal's* death warrant was *sealed*, because the old *sealer's* pride was roused, and taking up a gun, the Old Hood lay dead at the instant. It might be said of this old gunner that he was as well known to the seals as Davy Crockett was to the 'coons. It is mentioned of Crockett, that while hunting one day he tree'd an old 'coon who had long before heard of the colonel's success in bringing down every thing that he pointed his rifle at. He knew particularly that Davy was death on his tribe. So seeing the ugly muzzle of the rifle pointed at him, the 'coon called for a parley.

"What do you want?" gruffly asked Crockett.

"I wish to know" replied the 'coon in a tremulous voice, though in the politest manner in the world, "I wish to know if your name is Crockett?"

"Yes it is, what then?"

"Is it Davy Crockett?" continued the 'coon, wishing to save time, thinking he might yet have a chance for his life, "Is it Davy Crockett?"

"Yes," repeated the colonel ferociously, for he had began to be impatient.

"What Col. Davy Crockett?" asked the poor 'coon, who saw that his hour was come.

"Col. Davy Crockett is my name, so look out," at the same time levelling his rifle.

"Hold on, dear colonel, you need not fire, save your shot for another chance, I will come right down for it's no use. *I'm a gone 'coon.*"

But, now for the use that we put the Old Hood to, we rolled him upon our oars into the boat ; he was as large as any horse, and nearly filled the boat. We took him on board, as he was the first seal of the kind that we had taken.

During all the time we were engaged in this fishery, the weather was delightfully warm and pleasant, though we were surrounded by ice. It was almost a perfect calm. Our vessel being full, we set sail for home, where we arrived in 12 days, bringing 2,500 pelts.

After I was paid off, I again went into the country, where I stopped nearly a year, sometimes engaged in cutting ship timber, and at other times working at the blacksmithing business, I had not worked at this business three months, when I could shoe a horse mid-dling well, and was quite handy at making small articles for common domestic use.

In the winter of this season, I purchased two fox traps, as foxes were plenty in that neighborhood ; I had learned how to set them from an old hunter some years before. The morning after I had set the traps I caught two foxes, and continued catching them until I had obtained 50. These I sold in the spring for \$2 each.



Some of the neighbor's boys thought they could catch foxes as well as myself, so they purchased traps, but did not meet with any success. They used to watch me to find where mine was set, but I bothered them as I used to visit my traps in the morning, and did not set them again until night. At last they induced the man I lived with to go with, or follow me, and notice where and how I set them. That morning one of the traps was set in a dark piece of woods, so I left it, thinking I might get one by the time I went back at night. When we went back to the place, sure enough there was a live fox in it, I induced the man to hold it; I then went to another mound that I had baited before, so he did not see me set it. He had caught a fox sure enough, but I had most effectually caught him. He returned as wise as he came.

I left that place in the spring, and went into the country 80 miles. Here I engaged myself. I became acquainted with a member of the Baptist church who used to talk to me a great deal on the subject of religion, until at last I began to reflect on the subject and finally indulged the hope that I was a Christian. I attended meeting every opportunity that offered, but the man I was with, began to find fault with me for giving so much attention to the subject. If I went to the Baptist church, he said, I should not stay with him any longer. He was an Orthodox.

I left this man, and tended bar for some time, and the next fall went to Windsor, where I shipped on board of a brig bound for Boston at \$12 per month. After discharging, the crew thought they would go to the Theatre, and gave me an invitation to go with them. This I did not care much about, but went ashore with them. As I was passing up the T wharf, I noticed a packet loading for Hallo-well. There was a large lot of goods on the wharf. I engaged to assist in loading, worked 4 hours, and got one dollar. Thinks I, this will do so I went on board again. Thinking I could do better to stop in Boston, I asked the captain if he had any objections to my staying in Boston. He said he had none if I could better myself.

Unlike many who roam about the city until their money is all expended, I determined to take hold of the first chance that I could make money at; I went into a cellar at the end of South Market street, and engaged board there. I afterwards went on board of a vessel that was laden with flour, where I was employed all day, and continued on until the packet was loaded again. I had been in Boston but four days then, and yet had cleared six dollars by my perseverance and industry.

By this time Sunday came, and as my religious feelings had not then subsided, I attended religious services all the day at the First Baptist Meeting-House, on the corner of Union and Hanover street. After meeting in the evening, it being very dark, and as I did not know my way back to my boarding-house, I applied to the sexton for directions. After asking me some questions concerning my situation, &c. he conducted me home, and told me if I would call at Merchants' Row the next morning, that he would see what could be done about procuring me employment. I accordingly called at the place indicated, and was immediately set to work. The hands in this shop all worked by the hour, and my compensation was 12½



cents per hour ; I would work 15 or 16 hours per day. At last I was taken sick, caused, I suppose, by too close application to the business. I thought a journey in the country would recruit me, and I went in the evening to one of the auctions and purchased a quantity of small articles suitable for selling in the country, intending to start on a peddling excursion. I took a tour as far as Acton, through Lexington and Concord and sold all my goods at prices sufficient to pay my expenses and leave a small profit besides.

During my travels in other places, I had always been well received at private houses, especially in the Provinces where hospitality is cultivated as a cardinal virtue. But on this tour I found that there existed a manifest dislike to pedlars. It may be that the good housewives had experienced the fact that pedlar shrewdness was a little ahead of far-famed Yankee shrewdness ; indeed the pedlar *is* a Yankee, and by his travels acquires so much new light that he is enabled to out-wit his more domestic neighbors. How this may be I know not. The hint is thrown out.

One evening I called at a farm-house for lodgings, when the woman in a cold and rather supercilious manner answered my request by saying they could not accommodate me. The nearest tavern was four miles off.

Well, thought I, this is Yankee hospitality with a vengeance. I trudged on, however, as the night was growing dark, when the woman of the house called me back, and in the *kindest* and most *hospitable* and most *generous* manner in the world, said I might, on the whole, stop there that night, as she would want some of my goods.

"If you did not want my goods, you would not accommodate me," I answered.

"Why ! no," said she.

"I was a stranger and ye took me in," is the beautiful language of Holy Writ, meaning that the stranger was fed, clothed, supplied with means to take him on his journey, and all the kind offices of Christian charity. This old woman was going to take a stranger in, after another pattern. I would not sell her anything neither would I stop at her house. Let me, however, bear cheerful and hearty testimony to the kind reception which strangers generally meet with on the road in New England.

After travelling three weeks, I returned to Boston. It was in the month of March ; business was dull, and, as nothing better offered, I looked round for a chance to go to sea. On the T wharf, I fell in with a vessel that was bound for St. Thomas. The captain was in want of one more hand when the cargo was in and ready for sea. But I will go to work now said I. Very well, replied the captain, so I pulled off my coat and went at it. Shortly after the vessel was ready for sea, and we sailed on a bitter cold day, but with a fine breeze, and in three days we were across the gulf stream, and in fine weather. We made land on the 24th day in the morning, but were obliged to run along the coast three days, when we were off the Fort of St. Thomas. The health officer of the place came on board and ordered us into Quarantine where we remained 4 days. This was in the spring of 1833, during the cholera panic.

When our Quarantine was finished we hauled into the harbor and

discharged cargo. One of our hands was sick, which caused more work to be put upon me than the rest were obliged to perform. The captain was anxious to place the sick man on board of the U. S. schooner *Porpoise*, but the officer commanding would not receive him, and he remained on board with us. Our captain was in the habit of going ashore every night, and I was ordered to pull in the boat at 10 o'clock waiting for him, oftentimes, until after 11 o'clock at night. Sometimes I used to fall asleep, when the chill night air would affect me. On these occasions, I would, when arrived on board take camphor and water, which was the only beverage except tea or coffee that I indulged in at this time.

We were obliged to go to St. Croix for our cargo which consisted of rum and molasses. After receiving our freight, we sailed again for Boston, where we arrived after an absence of three months.

I had not been on shore long, when I met a captain who offered me \$18 per month, to go with him in a schooner to St. Peters on the east coast of Newfoundland. I went with him one trip. The cargo consisted of shooks and clam-bait for fishermen. I took a small venture for myself on this trip, and received pay in furs which I disposed of in Boston at a good profit.

After I left this vessel, I was directed by an intelligence broker, to whom I paid one dollar, to a merchant who had a farm in the country.

The merchant asked me if I could work on a farm, and take care of a horse, garden, &c. I told him I could do almost anything, so he hired me, and I went with him that evening to the farm. The next day I commenced my new employment, by fixing up the garden-beds, putting in seeds, and "fixin' things about the place."

I had a good and a pleasant home for that summer, but in the fall my employer, moving into the city, after I had taken off everything from the garden and finished up my work, I returned also in the early part of November, and engaged passage to Halifax where I purposed to pass the winter. While on the passage down, on the evening of the 13th of November, the heavens were suddenly lighted up, and a succession of brilliant meteors spread themselves all over the broad horizon. They soon presented the appearance of falling stars, and in every direction these brilliant messengers from eternal space, could be seen, like showers of golden and silver rain. This gorgeous heavenly exhibition continued until near morning of the next day.

One person on board, who had not visited his home for six years, said to the captain in great alarm, "I am afraid this is the end of the world, and I am not ready for it. Oh! I wish I had stopped in Canada, for there the girl I wanted to marry lives, and how sweet it would be to die in her arms." This man was not a Millerite, for Millerism was unknown in those days. However, he was a fair candidate for Miller, and if he is alive now, I will bet a hard cracker that he belongs to Miller's band. "Do, captain," said this crack-brained lover, "do, dear captain, try to get in today, or we shall all be lost." This man was a soft-headed one; something like the fool, who, gazing on the beautiful neck of a young lady, said, "How I should like to feel of that alabaster neck." "Give me your hand," said the young lady, "and I will place it upon a softer place."

The fop, delighted, gave her his hand, and she placed it on the top of his own head. "There," said she, "if you can find a softer place than that, I am no judge."

We arrived at our port in nine days from Boston, and I immediately started 12 miles on the Windsor road, where I had a cousin married. I stopped there nearly the whole of that winter, employed in hunting and in the enjoyment of social intercourse.

In the month of April I started for Boston again, by the way of Windsor. The ice not being yet out of the river, I was obliged to wait there nearly a month. A man whom I met there offered me five dollars for a month, and as my chest was with me I concluded to stop with him, rather than return to my cousin's, and worked at chopping wood. I remained at this place until May, with the exception of the time it took me to go to Halifax and back.

I started one morning at sunrise, on my old mode of conveyance, that is, shank's mare. After travelling a mile or more, two gentlemen overtook and hailed me. "How far are you going?" they asked.

"To Halifax" answered I, quite cheerfully.

"What time do you expect to arrive there?" said they.

"Nearly as soon as you do" I replied, "if you are going to the same place."

"Then," returned they, "you must be a fast traveller to keep up with a horse," and they drove off laughing.

I continued on at a good smart pace, and, after I had walked 12 miles, I passed a tavern where I noticed their buggy, but I went on my way without stopping. They however, saw me, and called for me to stop and take something to drink. I replied "that I did not drink anything," but I went into the tavern with them. "Here" said one of them, handing me a dollar, "here is a present for you, as you are such a smart walker, I shall be glad to see you when you arrive in town." He gave me his address, and the two gentlemen rode on.

While walking alone upon the road, my thoughts would be continually employed, sometimes planning schemes for future operation, sometimes in reflection on past events, on parents, home and friends, and sometimes I would indulge in feelings of a different nature. The following lines describe my feelings while on one of these pedestrian excursions.

#### THE WANDERING BOY.

The winter was cold, and I had no place,  
My heart it was sad, as it beat in my breast,  
I looked all around, and said with a sigh,—  
I'm a stranger, alone, a poor Wandering Boy.

I once had a home ;—of that I am sure,  
And a mother that answered each infant desire,  
Our cottage it stood near the wood-bow'ry vale,  
Where the robin would warble his sorrowful tale.

My father and mother were summoned away,—  
They left me to hard-hearted strangers a prey,  
I fled from their door with many a sigh,  
And still I remain a poor Wandering Boy.

The winter's are cold, and the snow loads the gale,  
There is none that will listen to my innocent tale,  
I will go to the grave, where my parents both lie,  
Where death will befriend a poor Wandering Boy.

## CHAPTER VII.

I followed after the gentlemen, spoken of in my last chapter, and when I reached the half-way house, the hostler was just putting their horse into the barn. They were standing at the door and beckoned for me to stop and take dinner with them, I declined the invitation, however, and pressed on, leaving them to get their dinner by themselves. When I had arrived within eight miles of the town, I heard the rattling of wheels behind, and lo! my travelling friends were overtaking me. They gave a passing salute and went on. I reached town a little after sundown, and went immediately to the hotel where the other travellers told me they would stop. They were there. One of them pulled out his watch, saying we have been here just 20 minutes. The distance walked that day was 50 miles.

I accepted an invitation to tea. While at the table, they asked my name and all about me, whither I was then bound, and what line of business I intended to follow. I gave them to understand that my destination was to Boston. They offered me a chance to go to Jamaica. I thanked them but could not accept their kind offer.

After stopping in town two days, I called upon my cousin, she was surprised to see me so soon, for she thought I had gone to Boston. I left in the morning after breakfast, and reached Windsor before dark, walking the whole distance of 38 miles in a short day.

I remained at Windsor until the first day of May, when the ice cleared away and then sailed for Boston, but the vessel, when she arrived at Eastport sold her cargo, and, of course proceeded no farther. I could not get a passage from thence to Boston, as there were no vessels ready for that place. I happened to fall in with a sloop that run from Eastport to Belfast, and all along shore, carrying passengers. I shipped to go as far as Belfast, but when we arrived there, the captain insisted upon my staying with him all summer. I agreed to this proposition at the rate of \$18 per month.

After I had been in the sloop three months, trading to Bangor, up the Kennebec, and back to Eastport, I asked the captain for a settlement. He said he would settle if I would go back to Belfast. This I would not do as I had shipped at Eastport. When he found that I would not go back without a settlement he paid me.

While on shore I met a pedlar that had come passenger in the sloop. He had hired a small store, the better to dispose of a large lot of jewelry that he had to sell on commission. This pedlar's name was W. He had been at Belfast some time, and there he had a wagon and a pair of horses, but getting into trouble he was obliged to leave them.

Knowing that I had been in all parts of Nova Scotia, W. hired me to go with him, at the rate of \$25 per month and expenses, and also put the goods in my name. I engaged a passage for both of us in a vessel bound up the Bay of Fundy. When we arrived at our port of destination, we fell in with a young schoolmaster, who, as well as myself was well acquainted with all parts of the country. W. engaged this schoolmaster at the same rates I received. He then gave me \$25 and an order on a firm at Eastport for \$100 worth of goods to return and meet them at a place agreed upon. I was to go



back to Eastport in the same vessel that brought us, but she only came as far as St. John. There were on board of this vessel but two men, and myself for passenger, all told. This includes captain, mate, steward, cook and all hands. After we had started it began to blow hard; the wind was a-beam off the land; at last we had to reef the sails lively; it blew harder yet and we had to lower the fore sail.

Bye and bye the seas ran very high, and the captain begun to be alarmed, so much so, that he was almost unable to give directions, especially as when we were hauling down the fore sail, the fore boom gibed over, struck him in the side and broke two of his ribs. At last he asked me to take charge of the schooner, as the pain from his wounds quite disabled him. I told him I would do the best that lay in my power. "If you can't get her into St. John's, run her into any harbor that you can," were his directions as he went below.

I took the helm and run her along shore, but when we arrived off St. John's Bay, the wind drew out ahead, so I was obliged to keep her away for another harbor. At last we dropped anchor in a harbor called Musk Squash, but she would not hold, and she dragged anchor, going stern foremost upon the rocks. The captain, and another man were below busily engaged in getting their valuable things on deck, while I was employed in paying out the cable. The vessel, finally held fast. The tide at this time was on the ebb, and at low water, she grounded, stem and stern on two rocks, leaving a space between the rocks, high and wide enough to drive a horse and team under her keel, but as we were loaded with timber, she did not strain, nor was she injured by her peculiar position. When the tide returned she floated gently up, and we put back to St. John.

From St. John, I proceeded to Eastport, and when I arrived there presented my order. The merchant told me they had sold W. a bill of goods, but no more would be delivered on his account. Here was another disappointment. However, I was used to them so this did not much affect me.

I now determined to proceed to Boston, and sailed in a schooner to Portsmouth, N. H., thence by stage to the city. I called on Mr. C., the gentleman whom I lived with, as gardener when first in Boston. His country residence was then at Dorchester. I stopped with him all that fall and winter, and in the spring came to Boston, where I lived about 2 years, being employed in a store in Dock Square, by Messrs. D. & J. D. When I left that place I loaded teams for Methuen, Haverhill and Nashua. They would make two trips a week, so that I had plenty of work all that season, averaging from \$1.50 to \$2.00 per day.

When Spring opened, I had a chance to work upon the National Theatre. It was at that time called the Warren, but after it was enlarged, the National. When the framing was finished I worked on the inside, at \$1.50 per day. This job being finished I engaged with W. T. E. & Co., Hardware merchants in Kilby street, where I stopped two years, and would have remained longer, had business been good. While in this place I was treated with the greatest kindness, and Mr. C. one of the firm, was more like a father to me than an employer. I have never met with any persons who seemed to take so much interest in my welfare as they did. After I left the store they as-



sisted me in getting work from the different banks, where I had employment all the winter.

About this time, what is familiarly known as the Western fever, was raging all over the Eastern States, and large companies of young men, were pressing on to this *El Dorado*; there was a perfect phrenzy on the subject, and New England was obliged to part with some of the most valuable of her young men.

I among others, had a touch of this fever, and engaged in a transaction with a man to go west. On the 6th of June, 1833, I started in the Providence cars for New York, where I arrived the next morning. This was the first time I had ever visited the great commercial emporium, and, of course, was an entire stranger there. I left New York the same evening for Buffalo,—the passage money was \$10. At Albany, I was forwarded by the merchant's line on the Erie Canal. The weather was beautiful through the whole route, and many of the passengers, were very social and agreeable.

After 7 days, we arrived at Buffalo. At this place I tarried only part of a day, and in the evening took passage on board of a steamboat bound to Detroit. I was extremely anxious to see the Falls of Niagara, but as my circumstances at that time demanded more attention to business than to pleasure, I was obliged to forego the gratification of my curiosity, promising myself at some future period to enjoy this sublime spectacle.

When our steamboat had arrived at Cleaveland, Ohio, one of the regular stopping places, I made an astounding discovery. It was no less than the loss of my pocket-book, containing \$30 in gold. Some one I think, who saw when I paid my passage, kept an eye upon me, and when I was asleep took it out of the pocket of my coat, which I had thrown off and laid at the foot of my berth. As soon as I discovered my loss I made complaint to the captain, but he said I was too late, as the Cleaveland passengers had gone ashore, and most likely the robber was among them. Most of the steamboats in the western waters are infested with swarms of black-legs, swindlers and thieves, who get their only living by gambling and deceiving unwary passengers.

I remained at Detroit 4 days, taking a view of the city, and indulging my curiosity. They have no good water there: it is drawn from the lake, which in summer is very bad. While at this place, I crossed over to the Canada side. There I saw a sample of Canadian militia; they were the dirtiest looking set of fellows I have ever seen. Talk of Yankee militia; I would set one of our strapping boys against a dozen of these fellows. They looked worse than Falstaff's ragged regiment. Their uniform consisted of any sort of a dress, and they seemed to think that the whole duty of a soldier consisted in getting drunk, and insulting every body they met. They reminded me of the brave Canadians in the last war with England, who, when on their own soil could cry lustily,

“ We'll beat the tarnal Yankees,  
To arms boys, arm !”

But when they came in sight of a few determined Yankees, ready to strike for home and liberty, would alter their tune thus:—

“ We've got too far from Canada,  
Run for life, boys, run !”

In the preceding remarks, I would not be understood as casting a slur upon the regulars of the British army. We have too often tested their valor to despise them, and we are glad to know that even British troops are willing to acknowledge their equals in the once derided Yankee troops. Why not? If Britons are brave, their transatlantic descendants must be brave also; for the same blood courses through their veins. Besides, the difference of country, climate and pursuits, on this continent, serve to nourish and keep up that love of freedom and that ability to maintain it, which has ever distinguished the Anglo-Saxon race. Had we possessed less of the true feeling, the mother country would still hold this vast nation as vassals to her crown. But this could not be! and, after being derided and despised, after millions of money, and thousands of lives had been sacrificed to retain the United States, as Colonies:—she proud England, now acknowledges those same colonies as the most potent power on the globe.

One of these *Canadian troops*, who seemed to think that a musket on the shoulder and a knapsack on the back, gave him a perfect and undoubted right to the name of a soldier, no matter how he disgraced it, by drunkenness, and all kinds of atrocity, accosted me by asking:—

“Are you a yankee?”

I answered that I was, and had merely crossed the river to say I had been in Canada.

Another drunken fellow replied, “We don’t want any Yankee loafers here, you had better hurry back and get your hasty pudding and ’lasses.”

Replied I, when strangers come where I belong, we always treat them with respect, and that I was not aware I had offered any provocation for being thus insulted.

The sergeant of the company then approached and asked me if the men had said anything improper. I told him I thought they had, and repeated the remarks.

The sergeant said they should be corrected for so doing and added, “it is almost impossible to keep the men from getting drunk, as they are continually smuggling liquor from Detroit.

I left these valiant soldiers and returned to the city, quite satisfied to get back safe, and feeling that though I had not been well treated, I had yet opened a new leaf of experience in the ways of the world.

From Detroit I was bound to St. Louis. I travelled on the rail road to Ypsilanti. I then went to Jacksonburgh, 60 miles from Detroit, where I remained from the 20th June to the 1st of September. While there, I engaged to work for a man who had kept a tavern. His house had been burned down and he employed me to assist in getting out timber for the frame of a new house.

Jacksonburgh, is situated on the Grand river, about 200 miles from the Lake. It contained a court house, two taverns, two school houses, a flour mill, a saw mill, a distillery, two blacksmiths’ shops, four stores, and about forty dwelling houses, but no church. The foundation of a State Prison had been laid, and the workmen were progressing rapidly in erecting the building. The rail road too from Ypsilanti, had been surveyed and arrangements concluded to

prosecute the work. The fever and ague was very prevalent at this time, and out of 50 men at work upon the prison, all but four were attacked with this disease. The doctors had a good time of it, for Quinine was the principal medicine used, and they asked \$16 per ounce for it.

During the prevalence of the disease, I went back from the village to notice farming operations, &c. I had an opportunity to work offered me by one of the farmers but I told him that I was not looking for any and was merely waiting at Jackson, for letters from Boston, prior to proceeding on further West. "But" replied the farmer, "if you will work for me one week, to assist in getting in grain, I will give you \$9."

"I have never worked at the business said I."

"Pooh! you will soon learn," was his answer; so at it I went. This man had over one hundred acres of wheat. I went into the field where there were six men cradling, and five men raking. The men all stopped work when they saw me. The owner told them I had been engaged to assist, "but," said he, "he has never raked any. I don't mind that, though! he is a yankee, which of you will take him and put him through?" One of the men who was from Maine took charge of me. I did not make much progress the first day, but the succeeding one I kept up with the others so well, that they thought I had been playing 'possum. We lived like heroes all the time I was there. I left when the grain was all in, or to speak strictly correct, when it was all out, for the farmer had no barn, and but a poor apology for a house, it being a log cabin without chimnies or partitions,—and all that separated the female part of the family from the males, were curtains of sheets and blankets. Houses of this kind are very common at the West. I once stopped at one of them with five men and three women. The stage driver called it a tavern. I thought from the appearance of the house, that the landlord ought to hang out a sign like this:—

"*Travellers taken in and done for.*" But appearances are deceitful, and I was most agreeably surprised to see the bountiful supply prepared for us. At night when bed-time arrived, which was not till a late hour, there were strange arrangements. The men were about to go up stairs, when the landlady whispered to us, that the ladies must retire first, as they would have to pass through the apartment appropriated to the gentlemen, and I know that you young men would not like to have ladies in your room. "Oh! no!" replied a wag, starting back with well dissembled horror, "the bare idea is enough to make me faint."

I thought this somewhat singular, but said nothing. After the ladies had been up stairs long enough for a regiment of cavalry to disrobe, I prepared to retire myself, and was going up the stairs, when one of the women cried out;—

"Don't come up yet, I am not ready." Well thought I, here is a pretty kettle of fish, and turned to go down, but all the rest of the company were by this time following me.

"The ladies say you must not come to bed yet, for they are not ready for you!"

"What is that you say?" asked a delicate soft-headed gosling, "not ready for *us*! what *can* they mean? I can't think of going up."

"Mean!" interposed the landlord, who saw that his customer was rather verdant, "why they mean this. Our accommodations are rather small at the best, and we don't often have so many customers. We shall therefore, be obliged to put you into the same room with the women, so I hope you will not think hard of it, but go right up when they are ready, like a good boy."

At this speech, the rest of the company laughed outright, but our innocent fellow traveller could see no joke to laugh at. The wag before spoken of to keep up the fun, said to the host, "If that gentleman does not wish to go up I will take his berth."

"That will not answer," replied the landlord; "the ladies prefer that he shall be the man. And you know," he continued, turning to the verdant youth, "you know that the ladies must not be contradicted."

"But! but!" stammered the poor fellow, now quite bewildered, "what *would* my poor girl say, if she should hear of it?"

"Oh! well, if you've got a girl, that alters the case. It wouldn't sound well if she were to hear of it. Only '*liquor*' and we will let you off."

"Lick her," replied he. "I don't want to lick her; I love her too well, and she loves me too."

"Why, what are you talking about, you booby. Liquor, and say no more about it."

"I won't lick her," says the youth, now ready to cry, "I won't lick my girl for the whole lot of you."

"Nonsense! nonsense!" replied the wag, while the rest were convulsed with laughter. "We don't want you to lick your gal, as you call her, but to treat all hands here to a good glass."

"Oh! ah! yes!" replied he, his face brightening up; "yes, yes, now I understand you. Oh! certainly, with pleasure; ha! ha! ha! a good joke. What will you have gentlemen: call for anything you like."

We thought it was a good joke too, but rather at his expense. However we enjoyed it, liquor and all, and then retired to bed.

The next morning we were called at daylight, and after a substantial breakfast started on our way.

But this is a digression. I must return to the farmer.

After my time was up with him, he paid me as agreed upon, and I returned to Jacksonburgh, where I found letters from Boston waiting for me. I then recommenced my journey to St. Louis. I travelled by stage through the state of Illinois, to the head of Illinois river, crossing extensive prairies, which present to a New Englander an odd appearance indeed, as there is not a stick of timber to be seen in any direction.

## CHAPTER VIII.

From Ottawa, situated near the junction of the Fox and Illinois rivers, we started again. There were six passengers in the coach besides myself, all bound to St. Louis. There was one gentleman



from Boston. When we had reached as far as the stage was bound, we found that there had not been any boat up for more than a week, and that the river was so low there was no prospect of any arrival for some time. This was rather unpleasant. I went down to the river side, and there I saw several canoes. It occurred to me that two of them lashed together would answer our purpose to take us to the nearest landing-place for a steamboat. The owner asked \$4 a piece for them. All my fellow passengers agreed to go by this conveyance. They appointed me captain of the expedition, with full powers to arrange all that was necessary for our comfort.

I lashed the canoes together, by placing them two feet apart, then took some boards, and placed over them, so that the boards would extend two feet over the gunwale. After everything was prepared, we christened our craft the Boston.

We paddled that afternoon to a small town called Peoria, which we reached about dusk. Our baggage was taken out, and the canoes hauled on shore for the night.

The next morning was delightfully warm and pleasant. Two of our party became tired of this mode of conveyance and left us, taking the stage for Springfield; but two other fresh men offered to work their passage down if we would receive them. This was a good opportunity as we did not care about paddling all the time. We travelled along very comfortably that day. The only inconvenience we experienced was from the extreme heat of the sun at mid-day. Once in awhile we would pass a town, but they were towns that had no existence, save in a large tract of waste land, and beautiful squares, court-house, churches, etc. etc. on a map. These were towns laid out during the speculating mania. When night approached there were no houses within sight, and we were forced to encamp on the bank of the river. Here I shot a fine deer. We could not sleep that night, the mosquitoes were so thick and so hungry. They seemed to think that our encampment was a god-send and were determined to have a good meal out of us any how. Morning at last drew near, and we started again upon the river at day-light. The fog was very dense, but as the sun gained strength it cleared away, and the sun smiled upon us as softly as it does in June. As we glided quietly down the river, we passed innumerable numbers of geese and ducks.

We arrived at Beardstown, after a journey of three days and two nights. As there was a boat at this place, bound for St. Louis, we sold our canoes, and embarked on board of the steamboat. The water was still very low, and the steamboat would ground every three or four miles, but after a passage of eight days we arrived at our destined place. This was the 20th of September.

I had letters to merchants in this place, but as business was not very brisk, I did not get employment in a store as I expected to do. I was not, however, particular about the kind of business I turned my hand too, as my object was to make money, and rather than remain idle waiting for the place I would like to have, I preferred to take any place that offered. I engaged at carpentering, but had not been at work more than four or five days, when the fever and ague came upon me, and I did not get over it for five months.

After I had been sick two months, and feeling a little better than



I had been, I obtained employment in a confectioner's shop where I stopped until spring. This was light work, and did not at all retard my recovery.

In the month of April I drove a carriage, but not liking the style of living in the family of the man I drove for, I told him I would not stop unless he would board me at some other house. There were nine slaves belonging to this house, and the whole of them were not worth as much as one good servant. After remaining here two months I engaged to go as raftsmen up the Wisconsin river, to raft pine lumber to St. Louis.

We started in a steamboat up the Mississippi to Galena, where the proprietor engaged 20 more hands, and a two-horse wagon to carry our provisions, our clothes, axes and lines for the rafts. From Galena to Fort Winnebago it is 200 miles, and through the whole distance we saw but three houses.

At the Fort we purchased bread, as our supply was nearly exhausted. Some of the men would eat all the time. As we had a long distance to go to the Pinery, it was deemed advisable to place the provisions under the charge of a commissary, and after that no person was allowed anything more than his regular rations.

We travelled very slowly, crossing prairies, rivers and brooks; the latter five or six times a day. We had an Indian guide. I delighted to journey with him ahead of the company, taking with us bread and meat to last through the day. We would sometimes be quite a distance from the company, but as the guide notched the trees as we went along, there was no danger of missing the way. When the guide came to a good watering place we would stop, if it was not too far ahead for the team to reach before night. Occasionally, when we came to a deep stream, we were obliged to take our horses from the wagon and swim them across,—then raft over all our baggage, wagon, &c. In this way we travelled 100 miles from the Fort to the first settlement, which was an Indian village, consisting of about 40 lodges or wigwams. The Indians belonged to the Sac or Sioux tribe. We waited here until the team came up; and as none of the gang had ever been amongst this kind of people before, the guide gave us particular warning to look after our property, as they would steal everything they could lay their hands on. It was two hours before our team came up with us, and we hurried immediately away as the night was coming on, and it would have been unsafe to encamp anywhere within five miles of these thieving rascals. We pressed on for about ten miles when we came to a watering place.

After we had built a camp, and stowed everything safely away, not forgetting to stow a good supper into ourselves, we took every precaution to guard against surprise, for the cursed red-skins know no law, but that of treachery, cunning, and the law of might. We set a watch all around the camp. Everything was silent until about 2 o'clock, when the watch gave the alarm to the whole camp. We all started up and prepared for defence. The tramping of horses could be distinctly heard. One of the watch was very much alarmed, and he started to run, taking the gun with him. I called upon him to stop, but he either did not hear me, or fear impelled him on. As we had but two other guns in the camp, I thought this one could not be spared to a coward, so I gave chase and overtook him after he

had ran about a mile, where he was stopped by a thick bushy swamp. The gun he had with him was my own; a double barreled one. I took it from him and returned, leaving the poor coward to find his way back to the camp as he could. When I got back, our guide was talking to one of the Indians, who seemed to be the chief. The party rode round our camp for about one hour, but as our men kept a sharp lookout for the wagon and horses, they pilfered nothing and were obliged to return empty handed.

By this time it was daylight, and we hurried through with breakfast, anxious to put a still greater distance between us and the skulking devils behind. The guide and myself started ahead as usual, but not without his charging the rest of the party to rally round the team. We soon came to a large creek which the Indians call *Rushakree*, or *Roaring Water*.

As the water was so high, we waited until the gang came up, and then felled a tree across, so that we could more easily make the passage.

This brook or river, as it may be called, runs through an immense track of low country. From its bed, and on its banks may be seen a low growth of bushes, of a variety of kinds. On the western bank, there is a rock of majestic size and appearance. The base of this rock is *32 rods in circumference*, and it towers high above the woods that surround it.

It was at the base of this rock, (*road to death*,) that we pitched our tent for the night. Our team and baggage we got across the river by four o'clock in the afternoon, but the position was so romantic and beautiful, that all agreed to pitch our camp there for the night.

While some of the gang were making preparations for the night, I took a stroll around this king of rocks. On the opposite side from where I started, I came to a crevice in the rock,—entering I proceeded on a tortuous course for about one hundred yards, when I came to another breach that rose perpendicular, and the projecting stones formed a very good natural stairway. As the light was admitted in from above, I had no fear of attempting the ascent, though the passage was very narrow: sometimes I would be able to place a foot on each side, and at other times climb by the projecting rocks. After ascending in this way to the height of about 40 feet, I came to a shelving rock, at which place I halted, undetermined whether to continue my explorations or not. Had any person been with me, I would have continued on until I reached the summit, as I had a hope of getting on the outside by this aperture. I returned to the camp, with the intention of visiting the rock again the next morning. While in the cave of the rock, I found a piece of iron, which was as near as I could judge, part of an Indian spear. It was almost eaten up with rust, and must have lain there for a long time.

Supper being ready when I returned, I told the guide who sat next to me, where I had been, and what I had been doing:—he looked at me with astonishment, laid down the vessel out of which he was drinking, and then said:—

“You are the only white man within my knowledge, who has been so far in the “*Poy hoc ho gee*,” or “*Road to Death*,” since the Menomena chief was killed there.

“And how long ago was that?”

"When I was a papoose."

"And how was he killed?"

"While hunting on the prairies one day, it came on to blow and rain, and he took refuge in the cave. He had not been there long when the thunder and lightning roared and flashed terribly. The chief was missing for some time. The tribe were incessant in their enquiries for him, and at last one of them found him in the cave. He was laying at the extreme end of the cave, and entirely stripped of his clothing. His gun was melted down,—the iron formed completely round and over his hand. The tribe carried him to Milwaukee, where they buried him. Since then there has been no person in the rock."

After hearing the story, I showed the guide the piece of iron which I had found. "That," said he, looking at it with great interest, "that has killed many a white man." I requested him to go with me in the morning: he hesitated at first, but, like a true Indian manifested no emotion, and finally consented to accompany me.

The next morning we started before breakfast, and, after arriving at the place where I had stopped in my previous exploration, he said to me, "If you go farther you cannot get down again."

"We'll try it, at all events," said I, "give me a lift up, and then I will assist you." I succeeded in reaching a point above, but he would not follow. But undaunted, I determined to climb alone. I continued on for about 50 feet more, when I could see the light of day again. At this appearance I took courage and went on: after climbing and creeping for above 100 feet more in the direction of the light, I came to the outside of the rock. I found a formation all around me, not unlike a balustrade, and it seemed to me, that it was made on purpose for the protection of any adventurous traveller, whose courage would hold out to carry him so far into, and through the bowels of this mammoth curiosity.

The side of the rock facing to the south, was covered with grass and shrubbery. Here I sat down, and enjoyed a grand prospect of the country round about. I could see all around me at a great distance, the country being almost entirely level. In one direction at the distance of half a mile, a small herd of deer numbering not more than 15 or 20 were crossing their way over the prairies, on the other side, in the direction of our camp. I hurled a large stone towards them. This attracted attention, and the whole gang came out of the tent surprised to see me at such an altitude. By signs I gave them to understand the vicinity of the deer, and they with their guns sallied out in the direction indicated by me. When the gunners came to cover near a thick clump of bushes, they halted, and presently the deer came bounding along. Our three pieces were discharged, and two of the herd were obliged to leave their companions, as pressing business demanded their presence in our camp.

While the gunners were securing their booty, I continued my examination of the rock. I succeeded in climbing about 80 feet farther up the rock. There in different crevices, I discovered old nests of some large bird. Though I had reached a considerable height, yet the pinnacle of the rock, was towering high above me. I should judge I was then between 250 and 300 feet above the level of the prairie, for the men beneath me looked like diminished dwarfs.

I enjoyed the prospect highly. I could see for miles in every direction. I thought then, overlooking as I did, the extensive scene that surrounded me, that Selkirk could not have felt more like a king on his Desert Island than I did upon this desert rock. The view that I obtained, was the most commanding and interesting one that I have ever seen. After satisfying myself, with the novel sight, I prepared to descend, but before doing so, I thought I would carve my name on some conspicuous place. I scratched it with a nail upon a smooth projecting rock, where I suppose it can be seen at the present day. I gathered a pile of stones and made a small monument around it, so that future visitors might know that a Yankee had climbed the road before.

I descended without much difficulty, and when I came to the place where I left the guide, I found that he had disappeared. I called for him, and in a short time he answered me. After I was helped down, we returned to the camp.

Every thing being ready, we started again on our journey. We had 100 miles before us, but at the expiration of five days, we arrived at our scene of operations. Nothing occurred worthy of notice. The gang were tired enough, some with their feet blistered, and others lame and sore, some of them could not work for upwards of a week, but I was in good condition, and, with five others crossed the river to a mill that was situated there. It belonged to the same company,—they had mills on both sides of the river. Here we worked hard to get all ready for rafting. When the lumber was ready, we put our rafts together. After having constructed 3 or 4 of them, we floated each raft down the river about 9 miles, where we could put them together, there being plenty of water. We could get our lumber from the mills only at a high stage of water, for we had to run the pieces over a rapid of 3 feet descent.

After all our lumber was rafted, which consisted of 300,000 feet, we fastened the pieces together at the landing. The lumber is sawed in three different lengths, viz :—14 feet, 16 feet, and 22 feet. The length of rafts is usually 22 feet, and the width is 16 feet, but they are generally coupled, making 32 feet in width, and five rafts or pieces added together, making 110 feet in length. So it will be seen that 10 small rafts or pieces, make what is called a raft on the Wisconsin river.

We had four of these rafts, with five men to each one. At either end of a raft was fixed a long sweep or oar, hung on a pivot. This sweep is 30 feet long, and an experienced raftsmen can handle it with great facility; and five men with the aid of these sweeps, will conduct the raft to any place they want it, but when they approach a rapid snag, sand-bar, or any place of shoal water, they have to work like good fellows to avoid them. Being accustomed to look out sharp, accidents from these causes very seldom happen. There is always a pilot on the lookout, to direct to the deepest part of the river. This is a very responsible situation, as none but those who have been long acquainted with the river are competent to conduct a raft. This arises from the fact, that sand-bars are continually forming at places where they have never been seen before, and it requires a practised eye and a good judgment, to detect these unseen dangers.



After everything was prepared we started, with all our provisions upon one raft, which consisted of one barrel of pork, half barrel of flour, four bushel of potatoes, with tea, sugar, and other little etceteras, not being able to obtain much from the Pinery, as it was difficult for them to procure provisions, and as we expected to have a short trip down the river.

The first day we ran about 30 miles, but not without getting aground several times. Sometimes a raft would ground, and the others be obliged to run five or ten miles before they reached a landing place, and then we were obliged to go back by land to assist the others in getting off.

The way we adopted on this river in landing was to throw in the forward end of the raft, which would press it against the bank, then the stern of the raft, if it may be so called, was thrown in ashore, until near enough to jump with the cable to make fast to the first tree or stump that presents itself, and snub or check the raft by paying out gradually until the headway is stopped. Very often we were obliged to go half a mile before we could hold the raft fast. In this way we travelled on from day to day.

The Wisconsin is remarkable for its beautiful and romantic scenery. There are many high hills rising from its beautiful valley, and it is dotted along its course by numerous islands. There is one mountainous hill, called Peak Blanche. This mountain is on the bank of the river, and it rises gradually to the top, in a form very much resembling a sugar loaf. It is 400 feet high. On the summit, which is not more than 10 feet across, there is growing a large pine, which Indian tradition says, was planted by the celebrated Black Hawk.

From this rock or mountain, a very extensive view of the river and surrounding country can be enjoyed, while indulging in the delightful prospect spread out before me, my poetizing feelings got the better of me, and they found vent in the following lines; though before I give them to the reader, let me say to him or her, I have never cultivated the Divine Art. I can enjoy good poetry when I read it, and would like to be able to write good poetry myself, but such as I have I give unto thee.

#### LINES WRITTEN BY THE AUTHOR WHILE ON THE WISCONSIN RIVER.

Why should we raftsmen be dismayed,  
For a kind Providence doth us aid,  
In steering our raft from bar to bank;  
Our raft, a craft made up of plank,  
With rudder at both ends to steer,  
And from all sand-banks to keep clear.

At night we would our raft secure,  
With lines made fast upon the shore;  
To rest our weary bones, we 'd tread  
Upon the shore,—there make our bed.  
There we would lie secure from harm,  
And free from all, but home's sweet charm.

A raftman's life, 's hard, I'm sure,  
For he must all fatigues endure;



Wading in water, from knee to chin,  
 He's oftentimes obliged to swim.  
 His appetite is always good,  
 But, then, alas! where is the food?

Thus being upon a raft so long,  
 Without that food that makes man strong,  
 To buy some corn, I went straightway,  
 Not having bread for the fourth day;  
 Unto an Indian camp near by,  
 When all our wants they did supply.

A peck of corn was all their store,  
 They gave it all, what could they more;  
 I gave them back some meat for pay,  
 And to the raft, I steered straightway;  
 I was received with shouts of joy,  
 Hurrah! Tom, you're a Yankee boy.

\* \* \* \* \*

Dear readers, I must end my rhyme,  
 I'll write you more another time;  
 So please remember as you read,  
 How I, a stranger, did succeed;  
 In getting back unto the place,  
 And meet my friends there, face to face.

Our home we never can forget,  
 Though distant far we off may rove;  
 The charms of country, friends, are yet  
 Around our hearts so strongly wove.  
 We leave our native land behind,  
 In hopes of pleasures yet to find.

## CHAPTER IX.

From the mountains near by which we had moored our rafts, we continued our course down the river, without encountering any difficulties, until we arrived at a place called the Dells, a narrow strait, where the stream runs at the rate of 8 miles an hour. The river in the widest part, is only 60 feet. For the distance of upwards of one mile, the rocks overhang the river from both sides of it, almost meeting together above our heads, rendering the passage through, dark and gloomy in the extreme. This is at all times a dangerous pass in the river, but with rafts, it is so in an especial manner. About mid-way in the strait, we came to an elbow or sudden turn, and many rafts have been stove to pieces here, not from the carelessness of their conductors, but from the rapid and dangerous course of the river. We were obliged to make this passage, one raft at a time, as, had we attempted to take them all down together, they would have been unmanageable, and must inevitably have been lost. It took a whole day to get all the rafts down. That evening we encamped in an Indian village, that had been deserted.

When we arrived in the Mississippi, we lashed our rafts together in such a manner, that we counted but two large rafts in the whole.

In this way we continued down the river, until we arrived at Galena, where we moored, and some of the party went up to town for fresh provisions. We started again on our route stopping every night, as there were so many steamboats on the river, it was very unsafe to travel after dark. In 41 days from the Pinery on the Wisconsin, we arrived at St. Louis, making the whole time we were absent just 3 months.

We were rather an interesting looking set of men for the city; the business of rafting, the exposure to sun, wind and storms, and the wilderness through which we have to pass, does not add to comeliness in personal appearance, or gentility in dress, but after our wages were paid us so that we were enabled to get a rig out, soap, water and razors soon greatly improved our outward man.

I had been ashore about one month when I was again siezed with the fever and ague, which lasted three weeks, but I still kept about and went to work in a mill. This was a hard life, I was what is called a table sawyer. My duty was to bark the logs, and cut up slabs for the steam engine. One morning on looking into a newspaper, I saw an advertisement for a man to carry a paper. I went immediately to the office and engaged to carry it for \$7 per week. I then thought if I could get an evening paper to carry, I might do very well. So after calling at the office of the Evening Gazette, the proprietors in a few days made a bargain with me at \$11 per week, to carry six hundred papers; that being the whole list for the city. This was the commencement of my *Pedestrian Life*.

I was now engaged in the kind of business that suited me, and I was determined to adopt the "go ahead," principle. I soon found the business increasing on my hands, and employed an assistant, to whom I paid \$5 per week. From the time I first commenced as a newspaper carrier, to the end of nearly three years, I had as much to do as I could turn my hands to. Not satisfied with the mere carrying of newspapers, I engaged as sexton to the Unitarian Church, and also as porter to the Perpetual Insurance Office. I also was appointed a watchman. My multifarious avocations obtained for me the sobriquet of "Caleb Quotem," and I am better known in that city by this title, than by my proper name.

Let me here describe the manner in which I have performed these several duties. In the summer I would go on to the watch at 10 o'clock, where I was obliged to remain until the next morning. I would then go to the printing office, and while my hired man was folding the papers, I would go to the insurance office, and sweep out there. Afterwards would return, and take my share of the papers, and have them distributed invariably by 8 o'clock. After eating a good breakfast, I would return to the insurance office, and perform whatever duties came within my province, then go to the printing office, where I had a box where orders were left for me to post and collect bills. If there were any orders, I would attend to them. In the afternoon, I was always sure to be prompt at my post for the evening papers, which I generally distributed before dark. After this I would go home for my tea, and then if any time was left me, lay down and take a nap, but it would always be a short one, as I must be at the watch house in time to answer to my name. On Saturday if I was otherwise engaged, my man would go to the church

and sweep it out. If in winter, I would go to the church when I came off the watch, build the fires, and here have an opportunity to enjoy a short comfortable snooze. All day Sabbath, I would attend church as sexton. In this way my week was employed, and I believe those who read, will not say I was a lazy man.

During these three years, I laid by considerable money, but the investments that I made were unfortunate, and I became disheartened, so I resolved to leave St. Louis. I applied to several gentlemen, with whom I had become acquainted, for letters of recommendation which they kindly gave me, and in the month of December, 1841, I sailed for New Orleans. Here I was taken sick, and I was confined to my house for some weeks, which entirely exhausted the remnants of my hard earned money.

On my recovery, I engaged on board of a schooner that was trading upon Lake Ponchartrain. After being in her some weeks, the captain left her, to take charge of another vessel, and I was instated into the place left vacant by him. Calling upon the owners for my wages, they put me off from time to time, until my patience was exhausted, and I libelled the vessel. It appeared afterwards that my employers had not paid for her, and when she was bid off at auction the real owner bought her in for \$240. I was appointed keeper under the direction of the court, for which I received \$2.50 per day for 30 days, and this was all that I received for my services, while on board the schooner, for the other expenses of the court entirely consumed the petty amount she was sold for. None of the rest of the crew received any compensation whatever.

After I had got clear from this unpleasant scrape, I determined to proceed north, and engaged passage in the schooner Orator. While waiting for the vessel to sail, I one day thought I would go to the race-course, about five miles from the city, on the Shell road, a road macadamized, and smooth as any floor. While walking on in company with five or six others, we overtook and passed a Spanish gentleman with his friends. I was soon hailed, and the Spaniard asked me where I belonged; I answered from the north.

"How fast can you walk," asked he. "I don't know, sir! I have never tried." "Well," returned he, "I have made a wager with my friend here, that you can walk a mile inside of 9 minutes. Are you willing to try it?"

"I don't know as I can do the mile so fast as that; however, I have no objections. I will do the best I can."

"That's right," replied he. "I see you are a true Yankee, and will never give in." We walked on until we came to a house on the road, and from thence to what was called a mile. I was timed and started. I put in all I knew, and accomplished the task inside of 9 minutes, having some seconds to spare. The Spaniard pocketed the wager, and made a present to me of \$5.

On my return to the city, I went on board of the schooner. She was ready for sea, and I assisted in hauling her out of the canal or basin. I had hung my watch up in the cabin for safety. While we were hauling out, a man came on board who wanted to engage passage for Mobile. We were intending to make that port on our passage north. He went below to look at our accommodations, and soon after left the vessel, never to return. When I went below to

upper, I looked for my watch, but to my astonishment it was missing. This watch cost me \$50. Next morning we took our departure, and arrived at Mobile, in four days. Here we expected a freight for the North, but not finding any, the captain took a freight for New Orleans again, and as the schooner was short-handed, I consented to return with them on wages. We arrived at New Orleans and then took a freight for Charleston, S. C. From thence the captain purchased a freight of hard pine lumber, and sailed for Somerset, a port on Taunton river, a little above Newport, where we arrived in eight days, and I proceeded to Boston, via Taunton, and reached Boston on the 6th of July, 1842, after an absence of about four years.

It was pleasant to exchange greetings and salutations with old acquaintances, and for some time I devoted my attention to the enjoyment of this social intercourse.

While undetermined what course to pursue, I became acquainted with Mr. F. The conversation at one interview turned on Pedestrianism. As I had had some experience in walking, and of my powers of endurance, I ventured the remark that I could walk 1,000 miles in 1,000 consecutive hours. Mr. F. told me if I could do that, he would give me a certain sum. I at once assented to his proposition, as he agreed to pay my expenses until the commencement of the feat.

Mr. F. immediately commenced making his arrangements. While negotiations were pending, I went with him to the East Boston Course, to try my speed. The Course measures just one half of a mile, and I walked round it in 4 minutes. This was the first trial that I made. Not being satisfied with the location of the track, we went to the Cambridge Trotting Course. This Course is just one mile round. I walked around the Course in 8 minutes.<sup>1</sup>

The track was at this time engaged, but before we left, Mr. F. arranged for the use of the Course after the 23d of August. Notices were given in all the daily papers of the city, and by hand-bills that a great walking-match would commence on the 24th of August, and continue for 1,000 hours, the pedestrian walking one mile every consecutive hour.

In the meantime I had gone back from the city as far as Plymouth where I remained one week.

## CHAPTER X.

The announcement in the papers, created quite a sensation in the sporting world, and when the day arrived, I started in the morning on foot to Charlestown, where I took rail-road to Porter's Hotel, near the course-ground, expecting to find every arrangement made for my reception, but owing to some misunderstanding, arrangements were not completed. As my name had been announced in the papers, I was determined not to disappoint public expectation, and therefore under some disadvantage, commenced walking. It



was half past 11, A. M. when we, myself and watchers, arrived at the Course, and at 12 o'clock, M. I started on the first mile.

The American Turf Register, in noticing this feat, Vol. 13, page 641, uses the following language.

## EXTRAORDINARY PEDESTRIAN MATCH!

### 1000 Miles in 1000 Successive Hours:

The Sporting World has been much excited of late by the achievement near Boston, of one of the most extraordinary Pedestrian Matches on record—a performance that eclipses on many accounts, that of the celebrated Capt. Barclay.

Mr. THOMAS ELWORTH, the pedestrian, commenced the arduous task of walking One Thousand Miles in One Thousand consecutive Hours, on Wednesday, August 24th, 1842, at 12 o'clock noon, over the Cambridge Park Trotting Course, near the city of Boston, and concluded it at 3 o'clock, on Wednesday morning, the 5th of October. The match occupied, therefore, exactly *Forty-one Days and Sixteen Hours!*

Elworth was born in the town of Perry, Washington County, State of Maine, on the 22d day of December, 1816. His height is exactly 5 feet 9 inches; his weight 150 lbs.

He has been inured to hardship from the age of 10 years, at which time he “left his father’s house” to seek his fortune, and as he himself expresses it, “has been continually on the go.”

At 18 years of age, he took to farming, fifty miles from home,—to visit them he travelled on foot about twice a month. It was his custom to start on Saturday morning about sunrise, and reach his home about sundown, remain at home during Sunday, and make the return trip on Sunday night. He was able to attend to his work the whole of the next day, and completely recruit himself at night by “one long round sleep.”

He at one time accompanied, on foot, the same distance, two gentlemen who were riding in a buggy. They were so much pleased with the performance, that they offered him a good situation in Kingston, Jamaica, where they resided. From that period to the present, he has been sailor and landsman. He has made several voyages to Liverpool, West Indies, and coastwise. He has travelled on foot over nearly the whole province of Nova Scotia, where he carried a pedlar’s pack. At St. Louis, Mo., for the last three years, he was a city night watchman, and day police-officer—carrier for two daily newspapers, runner for one of the insurance offices—and general bill-poster and collector. His knowledge of his power of rapid walking was obtained accidentally last winter at New Orleans, where he walked so rapidly that he astonished alike himself, and those who witnessed it, and is yet in the dark as to how fast he *can go*.

His mode of living has always been plain and temperate, having great partiality for salt food, which was his main dependence during the performance of his late unparalleled feat.

His manner of walking differs very much from that of the celebrated Capt. Barclay (whose performance will be found in the 1st



Vol. of the "Turf Register," page 460.) His style of walking is to bend the body forward, and throw its weight on the knees and hips. He leans so much as to form a perpendicular line from the nose to the toe. His step is very long and elastic, and when in rapid motion, he swings his arms across his body. He wears in dry weather very thin-soled shoes, which he prefers on account of their yielding to the motion of the feet. He does not carry a pound of superfluous flesh.

At the close of the match, he felt as well, if not better, than at its commencement, and continued walking 14 hours after its termination, walking the last mile in 7 minutes 15 seconds.

#### Description of Dress, &c.

I commenced the arduous task of walking 1,000 miles in 1,000 consecutive hours. The Course being precisely one mile around it. The Course was made of clay, so that the least rain that fell made it very muddy and slippery, and was often covered with water half the distance of the Course. The track being lower than the ground on either side; the stand that I walked under in wet weather, was 220 feet in length, making 24 turns to the mile, allowing two feet at each end to turn in. Weight when commenced, 147 lbs; height, 5 feet 9 inches; girth, 34 inches; weight when the feat was ended, 144 lbs. My dress worn in warm weather was breeches, stockings, slippers, and jockey-cap, all made of velvet. In cool weather my dress was flannel pants, lambs'-wool socks, flannel drawers and under-shirts. At all times in wet weather, thick woollen clothes, thick boots and top-coat, and usually carried an umbrella. I did not sleep but one hour at a time, and that was after 10 o'clock at night. I did not go into train before the feat but felt confident that I could do it. I ended the feat on the 5th of October, 1842. I then felt better, than at the commencement, walking my last mile in 7 minutes and 15 seconds.

#### Official Record of Time in my First Pedestrian Match, *Over the Cambridge Trotting Course.*

	Time of starting.	min.	sec.		Time of starting.	min.	sec.
Aug. 24	12 o'clock M.	10		Aug. 25	20m	8	10 30
	20m	2	10 30			8	12
		2	9		20	10	10
	20	4	9 30			10	11 15
		4	9 30		20	12	12 17
	20	6	10 12			12	11 15
		6	9 46		20	2	11 18
	20	8	12 30			2	12 10
		8	12 30		20	4	11 40
	20	10	12			4	13
		10	12 30		20	6	10 27
	20	12	13 30			6	12
Aug. 25		12	11 45	Aug. 26	20	8	13 45
	20	2	12 45			8	13 45
		2	12 10		20	10	15
	20	4	14			10	14 15
		4	13		20	12	15 30
	20	6	12			12	14
		6	11 30		20	2	13 30

	Time of starting.	min.	sec.		Time of starting.	min.	sec.
Aug. 26	2	13	45	Aug. 28	2	13	50
	20m 4	14			20m 4	12	30
	4	12			4	14	35
	20 6	13			20 6	13	15
	6	13			6	13	
	20 8	11	30		20 8	13	49
	8	12	35		8	13	30
	20 10	13			20 10	12	15
	10	12	30		10	13	30*
	20 12	9	30		12	13	45
	12	10	30		12	13	10
	20 2	10	33	Aug. 29	20 2	14	30
	2	10	54		2	13	50
	20 4	9	37		20 4	14	25
	4	10	55		4	14	15
	20 6	9	50		20 6	14	
	6	9	53		6	13	30
	20 8	12	45		8	13	
	8	12	5		8	12	35
	20 10	14	3*		20 10	11	10
	10	14	15		10	10	40
	20 12	15			12	11	15
	12	14			20 1	11	40†
Aug. 27	20 2	13	45		1	10	40
	2	13	50		20 3	9	50
	20 4	14	10		3	10	
	4	14	45		20 5	8	48
	20 6	14	43		5	9	25
	6	14	15		20 7	9	10
	20 8	12	15		7	10	28
	8	12	15		20 9	13	
	20 10	11	15		9	13	10
	10	11	30		20 11	14	30
	20 12	11			11	13	40
	12	10	47	Aug. 30	20 1	14	
	20 2	11	40		1	14	4
	2	11	5		20 3	15	18‡
	20 4	11	8		3	13	30
	4	10	45		20 5	14	45
	20 6	11	45		5	14	12
	6	11	10		20 7	14	15
	20 8	12	20		7	12	20
	8	12	10		20 9	12	25
	20 10	13	30		9	12	50
	10	14			20 11	9	45
	20 12	14	10		11	11	17
	12	14	30†		20 1	12	30
Aug. 28	20 2	14	30		1	11	
	2	14	30		20 3	11	25
	20 4	14			3	11	15
	4	14	15		20 5	10	15
	20 6	14	15		5	10	26
	6	13	45		20 7	10	26
	20 8	15	15‡		7	8	43
	8	14	18		20 9	14	47
	20 10	14	5		9	11	44
	10	11	40		20 11	14	24
	20 12	13	15		11	15	3§
	12	13					
	20 2	13	20				

\* Track very heavy, and raining two days and nights.

† Time of starting altered Aug. 29th to odd hours.

‡ First pleasant night since I commenced my walk.

§ All well 12 o'clock at night.

\* Rains fast, and track very heavy and slippery.

† All well at 12 o'clock at night.

‡ Carried an umbrella, and rains fast.

	Time of starting.	min.	sec.		Time of starting.	min.	sec.
Aug. 31	20m 1	14	42*	Sept. 2	20m 9	13	33*
	1	14	28		9	11	52
	20 3	15	9		20 11	11	54
	3	14	15		11	10	13
	20 5	14	30		20 1	12	
	5	14			1	13	20
	20 7	14			20 3	14	45
	7	13	20		3	10	55
	20 9	9	42		20 5	9	36
	9	10	42		5	10	5
	20 11	11	40		20 7	9	50
	11	10	11		7	12	46
	20 1	11	40		20 9	14	30
	1	11	25		9	14	7
	20 3	11	3		20 11	16	15
	3	11	20		11	15	48
	20 5	8	50	Sept. 3	20 1	16	56†
	5	11	10		1	15	6
	20 7	11	25		20 3	16	25
	7	10	45		3	16	27
	20 9	14	25		20 5	15	23
	9	12	43		5	15	22
	20 11	13	52		20 7	15	27
	11	14	†		7	14	3
Sept. 1	20 1	14	14		20 9	14	45
	1	15	10		9	12	38
	20 3	15	24		20 11	12	36
	3	14	17		11	14	46
	20 5	15	15		20 1	9	12
	5	14	40		1	10	4
	20 7	12	15		20 3	9	29
	7	14	15		3	11	51†
	20 9	11	13		20 5	10	17
	9	12	6		5	9	24
	20 11	10	42		20 7	11	37
	11	11	25		7	10	12
	20 1 P. M.	14	15		20 9	15	2
	1	14	40		9	15	49
	20 3	11	8		20 11	15	15
	3	12	44		11	16	50
	20 5	10	41	Sept. 4	20 1	16	15§
	5	10	43		1	16	37
	20 7	11	32		20 3	18	10
	7	11	55†		3	15	47
	20 9	15	43		20 5	16	40
	9	14	34§		5	16	15
	20 11	16	57		20 7	14	3
	11	16	17		7	14	4
Sept. 2	20 1	16	15		20 9	12	18
	1	15	36		9	13	5
	20 3	15	33				
	3	14	45				
	20 5	15					
	5	14	25				
	20 7	13	45				
	7	13	10†				

\* Very pleasant—track good.

† All well, 12 o'clock at night—very pleasant—track good.

‡ Perfectly well—appetite good, and limbs in good order—200 miles accomplished in 41 hours 43 min.—average time of each mile, 12 min. 40 sec.

§ Very pleasant.

|| Beautiful night to walk.

¶ Weight 147 lbs.—contusion on left instep—in good health and spirits.

\* Very pleasant through the night, and wind south—blister on each foot—appetite good.

† Saturday, September 3, A. M., commenced wearing thick-soled shoes, and finds them much easier. Feet improving—courage good—sure of succeeding in accomplishing the feat—Southerly winds—appearance of showers—thermometer at 85 deg.—no sleep during the day.

‡ Discontinued using alcohol for bathing limbs, and thinks it injurious, and has not drank any spirits or wine from the commencement.

§ It rains, and *always will*—(Signed)—Thomas Elworth.—Heavy showers, with thunder and very sharp lightning—carried umbrella—track very heavy.

	Time of starting.		min.	sec.		Time of starting		min.	sec.
Sept. 4	20	11	10	26*	Sept. 6	20	1	11	40
		11		11 44			1		12 15
	20	1		8 50		20	3		9 7
		1		13 10			3		9 35
	20	3		10 43		20	5		10 10
		3		10 8			5		8 17
	20	5		10 35		20	7		10 16
		5		11 46			7		9 30
	20	7		11 41		20	9		16 14
		7		12 57			9		14 43
Sept. 5	20	9		16 25	Sept. 7	20	11		15 4
		9		16 25			11		16
	20	11		15†		20	1		14 59
		11		12 56			1		14 15
	20	1		16 9		20	3		16 15
		1		16 20			3		15 45*
	20	3		16 50		20	5		15 50
		3		17 9‡			5		13 40
	20	5		16 36		20	7		10 35
		5		15 50			7		9 40
Sept. 6	20	7		15	Sept. 8	20	9		12 14
		7		13 56§			9		12 53
	20	9		13 36		20	11		12 5
		9		14 18			11		11 35
	20	11		13 30		20	1		10 52†
		11		14 47			1		11 2
	20	1		13 10		20	3		9 52
		1		14 20			3		11 47
	20	3		11 13		20	5		8 27
		3		12 2			5		9 30
Sept. 6	20	5		9 19	Sept. 8	20	7		12‡
		5		7 58¶			7		12 14
	20	7		10 16		20	9		13 35§
		7		10 35			9		14 9
	20	9		16 33		20	11		16 31
		9		16 37			11		16 31
	20	11		15 31		20	1		16 40
		11		15 5**			1		16 53
	20	1		17 55		20	3		15 30
		1		14 36			3		15 30
Sept. 6	20	3		11 50††	Sept. 8	20	5		15
		3		16 53			5		14 26
	20	5		16		20	7		8 45
		5		14 15‡‡			7		9 17
	20	7		13 16		20	9		12 16
		7		12			9		12 35
	20	9		10 15		20	11		8 8
		9		11 46			11		10 26
	20	11		12 43		20	1		8 22
		11		12 30			1		9 30

\* Complains of slight cramp in the stomach, caused by eating a peach. Good health and spirits—wind south—signs of rain—limbs in perfect order.

† His dog is tired, and won't follow—accompanied by one of the watch.

‡ Track very heavy and slippery.

§ Wore the water-proof suit for the first time—It rained from 6 o'clock till this hour.

|| 300 miles accomplished—Wind N. W.

¶ Fastest time made yet—Track heavy from rains in the morning.

Thermometer 70 deg. in the house.

\*\* Track improving—appearance of fine weather.

†† Thermometer 61 deg.

‡‡ Thermometer 43 deg.—very thick fog.

\* Was presented with some "clingstone" peaches, but dare not eat.

† New Moon—track first rate.

‡ Thermometer 60 deg.—pleasant morning, and enjoying perfect health—*never* felt better!

§ Feels, as he says, like walking a mile close in to 7 minutes!

|| Up to one o'clock, on the 8th of September.

¶ In good health.

	Time of starting.	min.	sec.		Time of starting.	min.	sec.
Sept. 9	20	9	15 58	Sept. 11		1	16 14
		9	14 27		20	3	16 30
	20	11	11 15			3	16 16*
		11	14 40		20	5	16†
	20	1	16 8			5	15 54‡
		1	15*		20	7	14 17
	20	3	15 5†			7	14 27
		3	15 35‡		20	9	13 12
	20	5	15 34§			9	8
		5	13 8		20	11	10 13
	20	7	12 23			11	11§
		7	38 11		20	1	13 15
	20	9	11 8			1	13 30
		9	12 27		20	3	9 36
Sept. 10	20	11	11 30	Sept. 12		3	9 31
		11	10 29		20	5	9 11
	20	1	13 20			5	10 24
		1	14 45¶		20	7	10 22
	20	3	13 20			7	13 16
		3	12 3		20	9	12 50
	20	5	9 14			9	13 29
		5	9 45		20	11	16 25
	20	7	15			11	16 11
		7	16 3		20	1	16 3
	20	9	17 53			1	16 30
		9	16 3		20	3	17 25
	20	11	17 33			3	17 16¶
		11	16 33		20	5	16 31**
Sept. 11	20	1	17 55			5	16 21
		1	17 17	Sept. 13	20	7	10 53
	20	3	17 10			7	14
		3	17 25**		20	9	13 3
	20	5	15 10††			9	13 5
		5	14 35‡‡		20	11	9 52
	20	7	13 20			11	11 37
		7	11 47		20	1	12 34
	20	9	11 26			1	9 32
		9	9 50		20	3	8 25
	20	11	10 4			3	11 21††
		11	9 35		20	5	8 10
	20	1	10 34§§			5	8 25
		1	12 40		20	7	8 43
	20	3	11 50			7	12 17
		3	8 20		20	9	13 37
Sept. 11	20	5	8 55			9	10 28
		5	8 35		20	11	16 39
	20	7	9 40			11	16 23
		7	13 59		20	1	16 15
	20	9	16			1	15 30
		9	16 37		20	3	16 51
	20	11	15			3	17 48§§§
		11	13 15		20	5	15 17
	20	1	15 52			5	15 18

\* Rains very fast—track growing heavy.  
† Wind S. W.  
‡ Very dark.  
§ Wind S. W.—thermometer 61 deg.  
|| Track very bad—carried umbrella.  
¶ Muster day—encamped in the Park—rained all day.  
\*\* 400 miles accomplished—clear and pleasant.  
†† Track bad—wind N. W.  
‡‡ Thermometer 49 deg.  
§§ Track improving—wind N. W.  
||| Pleasant through the day.

\* Track very rough—wind S. W.  
† Thermometer 44 deg.  
‡ Mr. E. in perfect health.  
§ Appearance of rain.  
|| Wind South—clear and pleasant at sunset.  
¶ Very dark—wind S., and raining.  
\*\* Thermometer 61 deg.  
†† Wind S.—thermometer 83—track very rough.  
‡‡ Clear and pleasant—Thermometer 60 deg.  
---wind S.  
||| Accompanied by Maj. Benjamin Russell, 80 years of age.



	Time of starting.	min.	sec.
Sept. 13	20m	7	14 11
		7	14
	20	9	9 9
		9	11 43
	20	11	12 40
		11	13*
	20	1	13 33
		1	14 20†
	20	3	14 21
		3	13 5
	20	5	11 51
		5	9 58
	20	7	14 3
		7	14 35
Sept. 14	20	9	17 51
		9	16 18
	20	11	17 23
		11	15 34‡
	20	1	17 17
		1	15
	20	3	15 47
		3	15
	20	5	16 30
		5	15 22§
	20	7	9 23
		7	8 35
	20	9	14 20¶
		9	13 6
Sept. 15	20	11	11 22
		11	10 51
	20	1	9 4**
		1	8 34
	20	3	9 14
		3	9 38
	20	5	8 36
		5	9 29††
	20	7	11 15
		7	12 30
	20	9	16 24
		9	16 55
	20	11	16 32
		11	17 53

	Time of starting.	min.	sec.
Sept. 15		11	14 28*
	20m	1	14 19†
		1	15 23‡
	20	3	15 24
		3	17 4
	20	5	16 3
		5	15 27
	20	7	17 10
		7	17 40
	20	9	15 10
		9	16 46
	20	11	16 37
		11	15 33
	20	1	13 15§
Sept. 16		1	17 9
	20	3	18 40
		3	18
	20	5	17 42
		5	17 29
	20	7	14 30
		7	15 36
	20	9	14 50
		9	14 54
	20	11	14 44
		11	13 11
	20	1	15 4
		1	15 14
	20	3	13 10
Sept. 17		3	13 34
	20	5	11 15
		5	11 46
	20	7	14 16
		7	14 36
	20	9	15 54
		9	15 49
	20	11	17 43
		11	16 4
	20	1	17 51
		1	16 34¶
	20	3	17 2
		3	16 3
	20	5	14
Sept. 18		5	15 17
	20	7	15 30
		7	15 35
	20	9	14 13**
		9	14 20
	20	11	11 42
		11	13 5
	20	1	13 50
		1	12 50

\* Raining very fast.

† Track very bad—still raining, and always will—wind N.

‡ Dark and thick fog—track still bad.

§ Thermometer 65 deg.—clear and pleasant—wind N. W.

|| 500 miles accomplished.

¶ Track improving.

\*\* Complains of pains in his limbs and joints, occasioned by colds taken during bad weather.

†† Pains continue.

‡‡ Rain—wind N.—thermometer 51 deg.

§§ Appetite not good—still raining.

\* Thermometer, 58 deg.

† Raining—carried umbrella.

‡ Thermometer 54 deg.—carried umbrella.

§ 6 o'clock, A. M.—lower limbs rubbed with a decoction of wormwood and alcohol diluted, and hop baths for the body throughout the night—legs bandaged with flannel—7 A. M.—pains much easier; the last 24 hours cold storm from N. E.

|| Thermometer 52 deg.; walked under cover 20 miles, ending 3 o'clock, P. M.

¶ Cloudy and dull—complains of soreness, and slight pain at pit of stomach—applied hot hop baths—7 A. M. warm and pleasant; thermometer, 70 deg.—wind S. W.

\*\* Commenced walking on the track.

	Time of starting.		min.	sec.		Time of starting.		min.	sec.
Sept. 17	20m	3	10	29	Sept. 19		5	11	10
		3	10	36		20	7	15	21
	20	5	8	36			7	13	12
		5	9	19		20	9	11	2
	20	7	12	26			9	15	5
		7	14	20		20	11	17	2
	20	9	13	10			11	17	14
		9	12	45	Sept. 20	20	1	16	55*
	20	11	15				1	17	45
		11	15	51		20	3	15	40
Sept. 18	20	1	15	41			3	16	38
		1	15	50*		20	5	16	10
	20	3	15	49			5	17	33
		3	17	29		20	7	18	3
	20	5	17	44			7	15	43
		5	17	21		20	9	14	37
	20	7	16	12			9	13	15
		7	16	39		20	11	13	40
	20	9	15	39			11	9	18
		9	15	23		20	1	12	4
	20	11	10†				1	10	20
		11	10	25		20	3	10	14
	20	1	11	52			3	13	45
		1	11	11†		20	5	9	
	20	3	10	4			5	8	
		3	11	36		20	7	14	25
	20	5	9	5			7	15	15
		5	9	55		20	9	14	28
	20	7	11	56			9	12	50
		7	14	55		20	11	15	55
	20	9	16	25			11	15	43
		9	14	43	Sept. 21	20	1	17	33
	20	11	16	39			1	16	40†
		11	16	28		20	3	16	20
Sept. 19	20	1	17	34			3	17	15
		1	17	41§		20	5	16	30
	20	3	19	55			5	16	55
		3	18	40		20	7	14	37
	20	5	18	20			7	14	50
		5	15	40		20	9	16	7
	20	7	15	2			9	15	3
		7	14	16		20	11	9	29
	20	9	13	5			11	12	48
		9	13	4		20	1	14	30
	20	11	11	9			1	15	
		11	12	54		20	3	12	14
	20	1	10	44			3	11	24
		1	14	42		20	5	9	45
	20	3	14	12			5	8	55
		3	13			20	7	15	30
	20	5	11	8			7	16	35
						20	9	15	12
							9	13	50
						20	11	15	30
							11	16	35
					Sept. 22	20	1	16	15
* 5 A. M.—Thermometer 43 deg.—very pleasant during the night—wind S.—health improving—7 A. M.—weight 146lbs.—9 A. M.—complains of slight lameness in hips and knees—10 min. 25 sec. past 11 o'clock 600 miles									

\* 5 A. M.—Thermometer 43 deg.—very pleasant during the night—wind S.—health improving—7 A. M.—weight 146lbs.—9 A. M.—complains of slight lameness in hips and knees—10 min. 25 sec. past 11 o'clock 600 miles accomplished.

† 5 o'clock P. M.—light pains in the head—6 P. M., commenced raining.

‡ Wind S. W.; Thermometer 58 deg.; 11 P. M.; Fair.

§ 1 o'clock A. M.; thick fog; 7 o'clock, rested well through the night; appetite good; 3 P. M.; showers from the N.; 5 P. M., Rainbow; 9 P. M. complains of pains and weakness in the knees; bathed in wormwood and Balm of Gilead buds steeped in alcohol diluted, and well rubbed in.

\* 5 o'clock, A. M. Fair and cool through the night—wind N. W.—thermometer 43 deg.—walked under cover from 3 P. M. yesterday until 9 this morning—track heavy and wet from last evening's showers.

† Track in good order—5 o'clock, A. M.—cold, with frost—thermometer 37 deg.—pains in the limbs, and soreness at the pit of the stomach—no sleep through the night until 5 A. M.—4 P. M., heavy showers—track heavy—walked under cover—appetite good.

	Time of starting.	min.	sec.		Time of starting.	min.	sec.
Sept. 22	20m	1	15 40*		20m	9	14 10
	20	3	16 22			9	14 33
		3	16 15		20	11	13 30
	20	5	16 24			11	13
		5	16 20		20	1	9 36
	20	7	14 51			1	9 37*
		7	14 30		20	3	13
	20	9	14 15			3	14
		9	14 23		20	5	8 14
	20	11	14 15			5	8 50
		11	13 50†		20	7	11 57
	20	1	13 25			7	8 35
		1	12 48		20	9	16 39
	20	3	11 9			9	16 58
		3	15 52		20	11	17 29
	20	5	8 54			11	16 59
		5	10 42	Sept. 25	20	1	17 29
	20	7	16 22			1	15 37
		7	16 36		20	3	16 30
	20	9	14 20			3	17 30
Sept. 23		9	15 50		20	5	16 23
	20	11	16 12			5	15 26‡
		11	17 21		20	7	15 15
	20	1	16 25			7	16 24‡
		1	16 40‡		20	9	15 10
	20	3	16 50			9	16
		3	17 20		20	11	13 35
	20	5	17 15			11	14 30
		5	17 5		20	1	15 56
	20	7	14 50			1	14 59
		7	14 22		20	3	13 12
	20	9	12 10			3	14 46
		9	12 16		20	5	10 59
	20	11	11 22			5	11 32
		11	12 39		20	7	10 20§
	20	1	9 19			7	14 27
		1	13		20	9	16 5
	20	3	12 33			9	17 19
		3	12 25		20	11	16 56
	20	5	8 10			11	16 38
Sept. 24		5	8 3	Sept. 26	20	1	17 15
	20	7	11 30			1	17 10¶
		7	15 35		20	3	16 23
	20	9	16 17			3	17 10
		9	14 11		20	5	17 40
	20	11	16 33			5	14 15
		11	16 36		20	7	15 23
	20	1	16 10§			7	14 39
		1	17 17		20	9	10 7
	20	3	13			9	15 11
		3	16 55		20	11	10 54
	20	5	15 5			11	12 15**
		5	15 30		20	1	12 39
	20	7	12 23			1	13 22
		7	15 13				

\* Feels better than for the last ten days; wind N. W.

† Thermometer 36 deg.; Calm and pleasant through the night, with hard frost last two nights.

‡ Weight 146lbs.

§ Walked last four miles under cover.

|| Walked on the track.

¶ Very pleasant; wind N. W.; thermometer 40 deg.

\*\* In good health—limbs in good order; awakes and dresses as readily as at the commencement of the foot.

\* 7 A. M.; commenced walking on the track; track very heavy and wet; pains in knees and hips; clear and cool through the night; thermometer varying from 37 to 43 deg. † 696 miles accomplished this day at 13 n. 50 s. past 11 A. M.

‡ Thermometer 38 deg.; high wind from N. W.; pains much easier; track in good order.

§ Clear and cold; thermometer 35 deg. || Thermometer 30 deg.; accompanied by Eaton.

	Time of starting.	min.	sec.		Time of starting.	min.	sec.
Sept. 27	20m	3	12 23	Sept. 28	20m	11	16 20
		3	9 3			11	16 3*
	20	5	9	Sept. 29	20	1	16 15
		5	8 1			1	16 30
	20	7	13 15		20	3	18 12
		7	8 37*			3	17 23
	20	9	11 25		20	5	17 58
		9	14 46			5	17 10
	20	11	16 52		20	7	15 41
		11	16 28			7	16 3
	20	1	15 10		20	9	13
		1	17 34			9	13 30
	20	3	16 28		20	11	11 22†
		3	16 22†			11	11 52†
	20	5	16 32		20	1	9 24
		5	17 40			1	12 12
	20	7	14 20		20	3	13 35
		7	15‡			3	15
	20	9	16 38		20	5	8 9
		9	15 23			5	8 40
	20	11	14 3		20	7	16 33
Sept. 28		11	15			7	16 38
	20	1	12 33		20	9	17 10
		1	11 6			9	16 15
	20	3	11 36		20	11	17 10
		3	13			11	17 10
	20	5	8 8	Sept. 30	20	1	16 20§
		5	9 5			1	17 10
	20	7	12 58		20	3	18 58
		7	16 27			3	18 52
	20	9	17		20	5	16
		9	16 16			5	15 55
	20	11	16 11		20	7	15 38
		11	16 10			7	13 36
	20	1	16 6		20	9	13 34
		1	15 8			9	14 33
	20	3	17 15		20	11	14 32
		3	17 34§			11	14 40
	20	5	16 20		20	1	12 52
		5	17 50			1	14 6
	20	7	15 10		20	3	14 2
		7	14 20			3	12 6
	20	9	16 10		20	5	9 43
		9	11 36			5	8 25
	20	11	9 5		20	7	14 5
		11	12 57¶			7	16 40
	20	1	14 20		20	9	16 48
		1	15 11			9	15 23
	20	3	14 10**		20	11	17 30
		3	12 56			11	16 29
	20	5	10 6				
		5	11 15				
	20	7	14 17				
		7	14 20				
	20	9	16 20				
		9	15 30				

\* 800 miles now accomplished.

† Cool, with frost.

‡ Rested well through the night; appetite good.

|| Pain in abdomen, caused by colds; applied hot baths of rum and wormwood.

§ Warm and cloudy; wind S W.; thermometer 55 deg.

¶ Pains continue; applied dry heat.

\*\* Warm and pleasant; wind N. W.; thermometer 74 deg.

\* Northern lights very brilliant; wind N.; thermometer 56 deg.

† Pains continue; appetite good; spirits buoyant.

‡ Thermometer 66 deg.; 864 miles accomplished.

§ 28 minutes before 1 o'clock, the precise time for being called, Mr. E. awoke of his own accord inquired the time of night, turned out, dressed himself, and was all in readiness at the word "Go." 3 A. M. thermometer 42 deg.; 10 A. M. wind S. E.; thermometer 64 deg.; Pains in abdomen continue; bathed in alcohol diluted, and wormwood; applied dry heat; 1 o'clock, P. M. showers; carried umbrella; 11 P. M. thermometer, 48 deg.; blister on left foot, pains increase; receives medical advice. || 900 miles accomplished.

	Time of starting.		min.	sec.
Oct. 1	20m	1	16	23
		1	17	47
	20	3	16	40
		3	17	30
	20	5	17	25*
		5	18	34
	20	7	16	10
		7	16	15
	20	9	13	55
		9	14	35
	20	11	16	51
		11	14	25
	20	1	17	6
		1	16	25†
	20	3	16	51
		3	15	49
	20	5	14	
		5	17	24
	20	7	16	56
		7	19	30‡
Oct. 2	20	9	16	14
		9	17	24
	20	11	17	45
		11	17	3
	20	1	16	20§
		1	18	12
	20	3	16	5
		3	16	10
	20	5	18	5
		5	18	15
	20	7	18	5
		7	17	7
	20	9	16	22
		9	16	31
	20	11	15	31
		11	14	57
	20	1	13	56¶
		1	12	48
	20	3	13	27
		3	15	55**
	20	5	13	28
		5	11	4††
	20	7	16	58‡‡
		7	15	36
	20	9	15	25
		9	16	47
	20	11	17	15§§
		11	18	21

\* Thick fog all night; track in good order; Mr. E. restless through the night; no sleep from 3 to 5 A. M.; complaints of severe pains in chest and limbs; thermometer 40 deg.

† Thermometer 71 deg.; very pleasant; wind S. W.

‡ Debility and depression of spirits.

§ Pains continue; applied dry heat.

|| Weight, 144 1-2 lbs.; loss of 3 1-2 lbs. since the commencement.

¶ Thermometer 72 deg.

\*\* Walked under cover this mile.

†† Walked under cover this mile.

‡‡ Pains much easier; feet improving.

§§ Very pleasant; wind S. W.

||| Thermometer 42 deg.

	Time of starting.		min.	sec.
Oct. 3	20m	1	17	10
		1	18	30
	20	3	19	
		3	18	20
	20	5	18	
		5	18	7
	20	7	16	10
		7	15	45
	20	9	14	53
		9	13	58
	20	11	14	5
		11	12	40
	20	1	10	46*
		1	13	10
	20	3	12	50
		3	12	24†
	20	5	11	34
		5	15	15
	20	7	15	17
		7	16	19
Oct. 4	20	9	16	30
		9	16	30
	20	11	18	6
		11	16	25
	20	1	16	25§
		1	16	15
	20	3	17	30
		3	17	10
	20	5	17	54
		5	17	16
	20	7	13	25
		7	15	20
	20	9	15	23
		9	14	40
	20	11	12	8
		11	12	50
	20	1	11	15
		1	11	26
	20	3	11	57
		3	8	5
Oct. 5	20	5	7	45
		5	8	7
	20	7	10	40
		7	16	30
	20	9	15	18
		9	18	12
	20	11	17	23
		11	16	53
	20	1	15	34
		1	15	54
	20	3	13	15
		3	16	42¶

\* Pleasant breeze from the W.; track good.

† Thermometer 62 deg.

‡ Mr. E. in good spirits.

§ Clear and pleasant; wind S. Mr. E. in good health and spirits; free from pains, &c.

|| Thermometer ranging through the night from 40 deg. to 55 deg.; wind N. W.

¶ No sleep to-night; somewhat excited, but perfectly well.



At 3 o'clock and 16 minutes 42 seconds, Mr. E. finished his *One Thousandth* mile, at which time ten guns were fired by his friends, one for every hundred miles. He, however, continued walking one mile every hour until 5 o'clock, P. M., the same day, for the purpose of giving the public an opportunity to judge of his health, spirit, and condition. After walking *one thousand and fourteen miles*, in one thousand and fourteen successive hours, (besides the distance to the course, which is seven rods,) he appeared in as good condition as on the day he commenced.

There was an immense concourse of spectators to witness his walking through the afternoon; he walked the last mile in *seven minutes and fifteen seconds!* and he came in amidst deafening shouts!

October 5.—*Memorandum of Elworth's time after the conclusion of his Thousand Miles!*

20 minutes to 5 A. M.		walked in	16 minutes 47 seconds.	
	5 "	" "	18 "	40 "
20	" 7 "	" "	16 "	39 "
	7 "	" "	15 "	29 "
20	" 9 "	" "	14 "	22 "
	9 "	" "	11 "	27 "
At	10* "	" "	8 "	16 "
"	11 "	" "	10 "	12 "
"	12 "	" "	12 "	04 "
"	1 P. M.	" "	13 "	52 "
"	2 "	" "	10 "	32 "
"	3 "	" "	7 "	40 "
"	4 "	" "	7 "	41 "
"	5 "	" "	7 "	15 "

\* He commenced walking at every hour.

The last three miles would have been done in quicker time, had it not been for the spectators crowding on to the course; in fact, Mr. E. was compelled to *beg* his way through the crowd, as every body appeared anxious to take him by the hand and congratulate him. At the close of his labors he was "applauded to the echo" by a host of spectators; and when the cheering subsided, he mounted a platform and delivered the following address:—

"*Ladies and Gentlemen*—On the 24th day of August, at 12 o'clock, M. I commenced the arduous task of walking 1000 miles in 1000 consecutive hours. This morning, at 16 minutes, and 42 seconds after 3 o'clock, I completed the performance; and allow me to assure you that I have walked one mile every hour since I started, and that a journal of the time has been kept by those persons in whose charge I have been, who will testify to its correctness; and it is now open to the inspection of every one who wishes to examine it. I have continued to walk one mile every hour since the completion of my feat up to this time, making 14 miles over the 1000, for the purpose of giving an opportunity to the public of judging of my condition. The distance from my room to the course is seven rods, which is not in the walk of the 1000 miles. And I will here state to you that I have lost but three and a half pounds in weight since I started, and now feel in as good health and spirits as on the day I started. And permit me now to return my thanks to those gentlemen who have so kindly extended to me their aid and encouragement throughout my task, and beg of you *all* to accept the thanks of a YANKEE PEDESTRIAN."

## CHAPTER XI.

The following table, exhibits my Bill of Fare, during the whole of this arduous task.

**Bill of Fare.**

- August 24th.—Dinner, boiled salt pork and cabbage; Supper, cold salt pork.
- 25th.—Breakfast, hot bread, fried pork and eggs; Dinner, apple pudding, mutton and potatoes; Supper, custards and tea.
- 26th.—Breakfast, fried eggs, pork and tea; Dinner, boiled mutton broth; Supper, cold mutton, hot cakes and tea.
- 27th.—Breakfast, steak and tea; Dinner, corned beef and trimmings; Supper, hot cakes, tea and apple-sauce.
- 28th.—Breakfast, fried pork and eggs, tea; Dinner, baked beans, &c. Supper, nut cakes and apple-sauce.
- 29th.—Breakfast, beef steak and tea; Dinner, beef's tongue, potatoes and tea; Supper, cold tongue and tea.
- 30th.—Breakfast, poached eggs and family bread; Dinner, corned beef, potatoes and pudding; Supper, apple pie, cheese and tea.
- 31st.—Breakfast, fried ham, eggs and shells; Dinner, corned beef and pudding; Supper, family bread and tea.
- September 1.—Breakfast, fried pork, eggs and tea; Dinner, baked mutton, potatoes and tea; Supper, cold mutton and tea.
- 2nd.—Breakfast, bread and butter and tea; Dinner, fresh pork steak and tea; Supper, cold fresh pork and custard.
- 3d.—Breakfast, fried salt pork and eggs; Dinner, chicken broth and bread; Supper, cold broth and custard.
- 4th.—Breakfast, beef steak and potatoes; Dinner, fish chowder; Supper, fish chowder and apple pie.
- 5th.—Breakfast, poached eggs and tea; Dinner, boiled mutton; Supper, cold mutton.
- 6th.—Breakfast, fried pork and eggs; Dinner, minute pudding; Supper, fried mutton and tea.
- 7th.—Breakfast, beef steak and tea; Dinner, fried fish and tea; Supper, thickened milk.
- 8th.—Breakfast, fried salt pork and eggs; Dinner, apple pudding and beef steak; Supper, custard pie and tea.
- 9th.—Breakfast, fried veal and tea; Dinner, mutton broth and potatoes; Supper, thickened milk.
- 10th.—Breakfast, beef steak and tea; Dinner, corned beef, potatoes and tea; Supper, mutton broth, pancakes and tea.
- 11th.—Breakfast, fried salt pork, eggs and tea; Dinner, mutton soup and potatoes; Supper, cold mutton and tea.
- 12th.—Breakfast, fried veal and potatoes; Dinner, fish chowder; Supper, fried pork eggs and tea.
- 13th.—Breakfast, beef steak, potatoes and tea; Dinner, baked veal and rice pudding; Supper, thickened milk and tea.
- 14th.—Breakfast, fried pork and eggs; Dinner, mutton chop and apple pudding; Supper, apple pie and shells.
- 15th.—Breakfast, mince meat, pancakes and shells; Dinner, beef steak and shells; Supper, pie, bread, cheese and shells.
- 16th.—Breakfast, fried pork, eggs and shells; Dinner, beef steak, baked rice pudding and shells; Supper, cold meat, custard and shells.
- 17th.—Breakfast, beef steak and shells; Dinner, fried fish and chowder and shells; Supper, apple pie, cheese and shells.
- 18th.—Breakfast, fried pork, eggs and shells; Dinner, veal and apple pudding; Supper, thickened milk and shells.
- 19th.—Breakfast, broiled chickens and shells; Dinner, baked rice pudding and mutton; Supper, fried mutton, bread and cheese.
- 20th.—Breakfast, fried fish and shells; Dinner, fish chowder and shells; Supper, fish chowder and custard.

21st.—Breakfast, fried fish and shells ; Dinner, mutton broth and shells ; Supper, beef and shells.

22d.—Breakfast, fried pork and eggs and shells ; Dinner, beef's tongue, squash and shells ; Supper, fried fish, toast and shells.

23d.—Breakfast, fried fish, custards, pie and shells ; Dinner, beef's tongue and squash ; Supper, cold tongue, toast and tea.

24th.—Breakfast, eggs, mince meat and toast ; Dinner, mutton chop and pudding ; Supper, cold tongue, toast, &c.

25th.—Breakfast, fried toast, eggs and shells ; Dinner, mutton broth and pudding ; Supper, cold mutton, toast and shells.

26th.—Breakfast, mince meat, toast and shells ; Dinner, fried mutton and squash ; Supper, mutton chop and apple pie.

27th.—Breakfast, mutton, toast and shells ; Dinner, roast pork, plum pudding and shells ; Supper, cold roast pork, toast and shells.

28th.—Breakfast, mutton chop, toast and shells ; Dinner, neat's tongue, plum pudding and shells ; Supper, cold meat, toast, apple pie and tea.

29th.—Breakfast, fried fish, toast and tea ; Dinner, fish chowder and tea ; Supper, fish chowder, tea and preserves.

30th.—Breakfast, fried fish, toast and preserves ; Dinner, fish chowder, apple pudding and tea ; Supper, beef steak, toast, potatoes and tea.

October 1.—Breakfast, beef, toast and shells ; Dinner, mince salt fish and apple pudding ; Supper, fried mutton, toast and shells.

2d.—Breakfast, mince meat, toast and shells ; Dinner, roast pork, apple pudding, &c. ; Supper, mutton broth, tea and toast.

3d.—Breakfast, fried mutton, toast and shells ; Dinner, fried pork, apple pudding and shells ; Supper, beef steak and tea.

4th.—Breakfast, fried pork, toast and shells ; Dinner, mince fish and rice pudding ; Supper, mince fish, toast and tea.

5th.—Breakfast, mutton chop, tea and toast ; Dinner, roast pork and rice pudding ; Supper, toast, cold roast pork and strong tea.

N. B. At every meal used potatoes.

I deem it proper for me at this place, to correct some errors into which the public have been led by erroneous statements in the papers, and by rumors which have extended far and wide. It has been said that I walked on a bet of \$1000—this is a mistake, as I was not concerned in any wager at all. The only compensation that I received, was from the voluntary contribution of friends, whether Mr. F. made bets or not, I had no concern in them, or in any other bets there were made on the occasion.

Another error which I wish to correct, is the oft repeated assertion that I did not walk a mile every hour. I beg leave in the most emphatic and decisive manner to declare, that I walked one mile on each and every hour, from 12 M. on the 24th August, until 5 o'clock P. M. October 5th. Of the truth of this statement I have abundant witnesses. My watchers were men of respectability and veracity. They are willing to make oath of the truth of this assertion. There was hardly an hour during the 24, but some interested persons were in the park, and if I had missed an hour it would have been known, and proof to that effect could have been produced. But, no! no person has yet had the hardihood to make this assertion as being within his own personal knowledge.

If any one will come forward and make this charge against me in a tangible form, I will overwhelm him with proofs of the falsity of his position, and force him to acknowledge before the world, that he has done me a foul wrong.

I can well conceive why the public should at first be incredulous on this subject, because the same feat had been repeatedly attempted

before, and as often the pedestrians have failed. But when responsible and respectable men stake their veracity, that I did faithfully and truly perform my allotted task, all doubts should cease.

It may be safely averred, that there are but very few men in this community whose physical constitution, and habits of life fit them for a performance so arduous. It seems almost incredible at the first glance that any man can sustain himself in good health and spirits, for a period of *forty-one days* and *sixteen hours*, without indulging during the whole of that time in a good night's sleep. Starting at every successive hour in rain or shine, heat or cold, daylight or midnight, sick or well. But I have shown in the preceding pages that I have been inured to hardship, and long endurance of bodily fatigues from my earliest youth up to the present moment. This in connection with my habits of abstinence from intoxicating drinks, and from gross and rich food, has so hardened my bodily system that I sometimes feel storm-proof, and often feel inclined to defy any of "the ills that flesh is heir to." I have occasionally entertained serious doubts whether it is possible for me to get tired.

After I had succeeded in the pedestrian feat, I returned to Boston, and not receiving the compensation that I expected and ought to have had, I proceeded to New York, where however, I stopped but a short time, for I soon returned to Boston. Here I engaged with Messrs. R. N. & M., extensive plough manufacturers, where I remained from February until July.

During this time I was not forgetful of my pedestrian inclinations, and was determined if a favorable opportunity offered, to try the same feat that I had performed in Cambridge under more promising auspices. One strong reason I had for coming to this determination was, the public seemed unwilling to be satisfied that I had walked 1000 miles in 1000 hours.

In the month of July propositions were made to me to attempt the same feat in Chelsea. After considering the terms of the proposal, and consulting some of my friends who had manifested a kindly interest in assisting me in my first attempt, I at length consented to make another trial.

Leaving R. N. & M., I assisted in laying out the Chelsea track, which was 8 feet wide, roped in and covered with tan, it was 32 rods around, making just 10 rounds for a mile.

On the 26th July, 20 minutes before 6 P. M., I commenced walking, and continued on the track every hour until 8 o'clock A. M., September 5th, making *forty one days sixteen hours*, with the exception only of a trip to Boston, where I was forced to go by a summons from the Grand Jury, to appear as a witness before them. I, of course *must* obey this summons, and accordingly on the morning of the 7th August, I crossed the Ferry, accompanied by watchers and a host of spectators. The Grand Jury detained me four hours, but I walked a mile every hour as will appear in the official record hereto appended.

On this occasion I was accompanied by Mr. Simon H. Fogg, who also accomplished the task. In order the more effectually to silence the carping of doubters, a hand-bill offering *one hundred dollars reward* to any person who would detect Mr. Elworth missing a mile in any hour during the day or night was posted through the city.

With these remarks I submit the

# Official Record of time in my Second Pedestrian Match.

Over the Chelsea Walking Park.

	Time of starting.			min. sec.		Time of starting.			min. sec.
July 26	20	6		9 23*	July 28	20	6		10 18
		6		9 25			6		12 24
	20	8		11 40		20	8		11 57
		8		12 13			8		11 25
	20	10		12 36†		20	10		14 10*
		10		12 29			10		14 24
	20	12		16 17		20	12		15 40
		12		14 56‡			12		14 28†
	20	2		16 45		20	2		13 36
		2		14 23			2		14 14‡
	20	4		15 15		20	4		15 7
		4		15 30§			4		14 45
	20	6		12 15		20	6		15 28
		6		12 31			6		14 4
	20	8		12 15		20	8		13 55
		8		12 19			8		13 15
	20	10		13 9		20	10		13 40
		10		12 44			10		11 47
	20	12		9 13		20	12		12 31
		12		9 59			12		12 17
July 27	20	2		12 18	July 29	20	2		11 55§
		2		12 53			2		11 43
	20	4		10 54		20	4		13 9
		4		11 26			4		12 27
	20	6		9 57		20	6		10 38
		6		10 9			6		11 17
	20	8		13 21		20	8		13 45
		8		12 34†			8		13 51
	20	10		14 29		20	10		14 50
		10		13 36			10		14 28
	20	12		17 15		20	12		17 21
		12		16 12**			12		16 7†
	20	2		17 27		20	2		16 47**
		2		15 55			2		17 8
	20	4		17 45		20	4		16 17
		4		15 27			4		15 45
	20	6		14 58††		20	6		15 48
		6		13 35			6		14 49
	20	8		15 24		20	8		14 46
		8		13 52			8		13 43††
July 30	20	10		12 21	July 30	20	10		12 37
		10		13 43			10		14 15
	20	12		11 21		20	12		13 58
		12		11 18§			12		15 30
	20	2		11 35		20	2		14 39
		2		11 21			2		16 32
	20	4		12 2		20	4		13 2
		4		10 57			4		10 45

\* I commenced walking July 26, at 29 minutes before 6 o'clock, P. M.

† Very cool, and in good train.

‡ All well at 12 o'clock at night.

|| Cloudy, with showers; wind S.

§ Very hot through the day; feels first rate; visited by Bunker Hill Boat Club.

¶ Visited by Orion Boat Club; in good trim; all well. Bells ringing for fire in Boston.

\*\* All well at 12 o'clock at night.

†† Cloudy, wind E. In good trim and feels well.

‡‡ Rain, wind S. W., cool; clear and fine.

||| Mr. Bailey walked one turn in 45 seconds.

\* Wind strong S. W. and cloudy.

† All well at 12 o'clock at night.

‡ High winds; feels well; cloudy. Commenced raining at 3 o'clock; wind south, warm and showery.

§ A call from friend Acorn.

|| Rain, wind west.

¶ All well at 12 o'clock at night.

\*\* Rainy, carried umbrella.

†† Commenced raining for good; carried umbrella until 2 o'clock; all well.



	Time of starting.			min.	sec.		Time of starting.			min.	sec.
July 30	20m	8	11	48		August 1		4	14	45	
		8	12	49			20m	6	15	00*	
	20	10	15	3*				6	13	20	
		10	15	16			20	8	13	40	
	20	12	13	36†				8	14	7	
		12	16	35			20	10	12	25	
	20	2	16	35				10	12	15	
		2	14	55‡			20	12	10	43	
	20	4	14	45				12	12	10	
		4	15	30			20	2	12	14	
	20	6	15	30				2	12	31	
		6	14	49§			20	4	10	34	
	20	8	13	51				4	10	40	
		8	14	29		August 2	20	6	9	35	
	20	10	11	30				6	10	40	
July 31		10	12	54			20	8	11	29	
	20	12	12	7				8	13	2	
		12	12	16			20	10	15	9	
	20	2	12	49				10	15	30	
		2	12	50			20	12	13	23	
	20	4	10	50				12	18	23	
		4	10	3			20	2	17	32	
	20	6	9	25				2	16	00	
		6	10	28			20	4	16	30	
	20	8	11	48				4	15	13	
		8	14	00			20	6	16	00	
	20	10	12	49¶				6	15	17	
		10	14	16			20	8	14	11	
	20	12	15	00				8	14	27	
		12	14	48			20	10	14	57	
August 1	20	2	15	3				10	13	7	
		2	15	20			20	12	12	29	
	20	4	17	7				12	14	46	
		4	15	00			20	2	12	45	
	20	6	15	46				2	11	30	
		6	15	15			20	4	9	1†	
	20	8	15	28				4	11	28	
		8	14	46		August 3	20	6	9	20	
	20	10	13	9				6	9	17	
		10	12	48			20	8	9	58	
	20	12	11	15				8	10	58	
		12	12	4			20	10	15	00	
	20	2	10	41				10	14	42	
		2	12	13			20	12	17	7	
	20	4	10	30				12	14	20‡	
		4	10	37			20	2	17	2	
	20	6	9	37				2	15	30	
		6	10	3			20	4	15	10	
	20	8	12	54				4	16	15	
		8	12	36			20	6	16	10	
	20	10	16	40				6	14	35	
		10	14	54			20	8	13	13	
August 1	20	12	16	10				8	12	45	
		12	15	42**			20	10	16	11	
	20	2	16	50				10	15	10	
		2	14	28			20	12	15	14	
	20	4	16	10				12	14	04	
		4	16	10			20	2	13	50	
								2	13	24§	
							20	4	11	24	
								4	11	32	

\* Rainy at 10 o'clock; wore great coat and thick boots.

† Rained very heavy.

‡ Still raining, carried umbrella.

§ Still raining, carried umbrella; feels well.

|| Rain continues; carried umbrella and wore thick boots.

¶ Feels well, 10 o'clock at night.

\*\* Thick fog and heavy dew; feels well.

\* Thick fog.

† Quickest time made.

‡ 200 miles accomplished.

§ Weight, 148 lbs.

	Time of starting.		min. sec.		Time of starting.		min. sec.
August 4	20m	6	10 28	August 6	12	17 10*	
		6	11 8		20m	2	17 15
	20	8	16			2	16 50
		8	14 55		20	4	16 46
	20	10	14 35			4	15 47
		10	13 14		20	6	16 5
	20	12	16 25			6	15 30†
		12	15 52		20	8	14 43
	20	2	17 4			8	14 47
		2	16 58		20	10	13 31
	20	4	18 4			10	14 2‡
		4	16 58		20	12	11 50
	20	6	13 25			12	12 17§
		6	14 19	August 7	20	2	13 39
	20	8	15 4			2	13 49
		8	15 4		20	4	11 10
	20	10	12 16			4	10 45
		10	12 49		20	6	11 25
	20	12	12 40*			6	12 54
		12	12 48		20	8	13 25
	20	2	12 28			8	13 35
		2	10 52		20	10	16 54
	20	4	10 25			10	16
August 5		4	11 10†		20	12	16 15
	20	6	9 11			12	15 27
		6	10 58		20	2	16 14
	20	8	14 19			2	15 55¶
		8	13 20		20	4	16 45
	20	10	15 58			4	16 47**
		10	15 45		20	6	15 5
	20	12	16 57‡			6	14 10
		12	14 10		20	8	12 20††
	20	2	16 10§			8	18
		2	16 17		20	10	9 27
	20	4	15 14			10	9 48
		4	16 14		20	12	16 18
	20	6	17			12	19
		6	16 31¶	* All well ; in good train ; appetite good. † Appearance of a fine day after the shower. ‡ Track in good order. § All well and in good train ; very pleasant cool breezes from the S. E.    Appetite good ; feet in good order. ¶ Clear and pleasant through the night. Moonlight. ** 300 miles accomplished. In perfect health at 4 o'clock, A. M. ; warm and cloudy ; wind S. ; appearance of rain. †† Within the hour of 8 o'clock, walked one mile from Chelsea Ferry to Old South Church in Boston ; from thence up School street to Tremont House ; back down School street to Court House, which time took 12 minutes. At 20 minutes past 9 o'clock went up to Boston Common, walked round once outside, which is 1 1-8 miles, which time took 9 minutes 27 seconds ; returned back to Court House ; went back to Common at 10 o'clock ; walked round once inside, which took 9 minutes 48 seconds, which is one mile ; returned to Court House, gave in my evidence as a witness ; got discharged ; returned home down School street to Old South Church ; thence by Washington street, down State street through Merchants' Row ; down Quincy Market and back through to Blackstone up into Hanover street ; down Hanover street to Chelsea Ferry, across home to Chelsea ; thus completing my whole time while I was absent from the track, and walked one mile every hour I was absent.			
	20	8	16 46				
		8	15 20				
	20	10	13 35				
		10	14 43				
	20	12	15 2**				
		12	15 12				
	20	2	15 50				
		2	15 1††				
	20	4	13 1††				
August 6		4	13 24				
	20	6	12 50				
		6	13 17				
	20	8	13 15				
		8	15 54				
	20	10	16 15				
		10	15 46				
	20	12	16 16				

\* In good train.

† Cloudy, wind E. cold.

‡ Carried umbrella ; all well.

§ Raining hard, carried umbrella, feels well.

|| Raining very hard, track heavy, feels well.

¶ Wore thick boots and heavy overcoat.

†† Still raining, carried umbrella.

\*\* Raining still.

††† Cleared up some at present.

† Thick fog, drizzly.

	Time of starting.			min.	sec.		Time of starting.			min.	sec.
August 7	20m	2		14	34	August 10	20m	8		15	2*
		2		13	50			8		14	49
	20	4		14	37		20	10		15	33
		4		13	24			10		15	12†
August 8	20	6		12	24		20	12		17	46
		6		13	28			12		17	37‡
	20	8		15	3		20	2		16	5§
		8		12	50			2		15	13
	20	10		14	37		20	4		15	14
		10		14	26			4		15	14
	20	12		17	15		20	6		14	20
		12		16	12			6		16	10
	20	2		14	52*		20	8		14	5
		2		14	56			8		14	47
	20	4		17	55		20	10		14	3
		4		17	35			10		14	30¶
	20	6		17	25†		20	12		14	30
		6		13	38			12		15	27
	20	8		15	4‡		20	2		14	24
		8		14	43			2		15	34
	20	10		14	5§		20	4		15	45**
		10		14	5			4		14	14
	20	12		12	30	August 11	20	6		12	17
		12		14	47			6		14	25
	20	2		15	37		20	8		15	30
		2		13	45			8		15	29
	20	4		12	23		20	10		16	2
		4		12	13			10		16	37
August 9	20	6		9	21		20	12		16	54
		6		12	7			12		16	2
	20	8		14	15		20	2		18	
		8		14	45			2		17	59
	20	10		15	26		20	4		17	46
		10		14	46			4		17	15
	20	12		17	26		20	6		16	43
		12		16	13*			6		16	13††
	20	2		17	10		20	8		15	
		2		15	36			8		14	37‡‡
	20	4		17	10		20	10		14	15
		4		16	12			10		15	
	20	6		16	60**		20	12		13	16
		6		15	13			12		14	30
	20	8		15	30††		20	2		13	47
		8		14	56			2		16	45
	20	10		12	17		20	4		11	4§§
		10		14	59			4		11	31
	20	12		14	10	August 12	20	6		12	8
		12		15				6		12	33
	20	2		15	20‡‡		20	8		14	34
		2		14	17			8		15	
	20	4		11	3		20	10		12	24
		4		10	54			10		10	15
August 10	20	6		12	16						
		6		13	25						

\* Slight pain in the head—cloudy, with showers.

† Quite pleasant and warm.

‡ Thick fog.

§ Cloudy, with rain.

|| Very warm, with showers.

¶ All well in the Park—in good train—feels first rate.

\*\* Cloudy.

†† Warm and pleasant.

‡‡ Appearance of rain—wind east.

||| Warm, with showers.

\* Rain from the east—carried umbrella—wore thick boot—wind E.

\* In good train—appetite first rate—wore thick boots; carried umbrella.

† Still raining, very fast.

§ All well—raining very fast—wind E.

|| Track very heavy—water laying in ponds in many places on the track.

¶ Appearance of rain.

\*\* Fine and pleasant—quite warm.

†† Cloudy, wind N. W.

‡‡ 400 miles accomplished at 8 o'clock A. M.

August 12th.

§§ Quite warm and pleasant.

	Time of starting.			min.	sec.		Time of starting.			min.	sec.
August 12	20m	12	15	29*		August 14	20m	8	14	35	
		12	15	10				8	14	18*	
	20	2	16	34			20	10	13	37	
		2	17	17				10	14	22	
	20	4	17	2			20	12	13	48	
		4	15	14				12	13	18†	
	20	6	15	10			20	2	15	54	
		6	15	40				2	14	54	
	20	8	15	38			20	4	13	54	
		8	14	32				4	14†		
	20	10	13	40		August 15	20	6	13	49	
		10	14	14				6	13	20§	
	20	12	11	21			20	8	12	1	
		12	12	1†				8	13	29	
	20	2	12	24			20	10	16	5	
		2	11	58				10	15	15	
	20	4	11	17			20	12	15		
		4	11	30				12	15	58	
August 13	20	6	10	34			20	2	17	35	
		6	11	6				2	17	45	
	20	8	11	5			20	4	17	35	
		8	11	24				4	15	14	
	20	10	17	24			20	6	16	32	
		10	17	30				6	14	22	
	20	12	17	35			20	8	15		
		12	16	56†				8	13	4	
	20	2	17	19			20	10	14	30	
		2	16	4				10	13	41	
	20	4	16	37			20	12	12	5	
		4	16	46§				12	8	46	
	20	6	16	11			20	2	13	12	
		6	15	25				2	14	27	
August 14	20	8	13	20		August 16	20	4	15		
		8	14	6				4	13	28	
	20	10	12	25			20	6	11	2-¶	
		10	14					6	14	41	
	20	12	14	15			20	8	13	29	
		12	14	35				8	13	47	
	20	2	10	57			20	10	17	5	
		2	12	51				10	16	21	
	20	4	11				20	12	17	30	
		4	13					12	16	50	
	20	6	13				20	2	17	8	
		6	12	52				2	17	27**	
	20	8	12	17			20	4	16	21	
		8	13	46				4	16	44	
August 14	20	10	17	50			20	6	16	33	
		10	16	4				6	14	15	
	20	12	18	11			20	8	13	28	
		12	13	50¶				8	12	32	
	20	2	15				20	10	12	17	
		2	16	40				10	13	42	
	20	4	17**				20	12	13	6	
		4	15	55				12	12	21	
	20	6	16	20			20	2	12	35	
		6	15					2	11	34	
									10	7	
								4	12	4	

\* All well—very pleasant and moonlight.

† Very warm and pleasant.

‡ All well 12 o'clock at night.

§ Clear and pleasant through the night.

|| The young Pedestrian commenced walking at 20 minutes before 12 o'clock on the Chelsea Park, August 14th, 1843, on his birthday, being 12 years old.

¶ Fine and pleasant.

\*\* Warm and cloudy—wind S. E.—showers.

\* Clear and pleasant; very warm wind S.

† Very pleasant and good walking.

‡ Feels in good trim.

§ Fine and pleasant.

|| 500 miles accomplished at 12 o'clock.

¶ Fine and pleasant—appetite good.

\*\* Clear and pleasant moonlight.

	Time of starting.		min.	sec.		Time of starting.		min.	sec.
August 17	20m	6	9	52	August 19	20m	4	16	50*
		6	12	12			6	17	
	20	8	12	56		20	6	15	44
		8	13	47			8	16	5
	20	10	14	13		20	8	16	33†
		10	13	30			10	15	40
	20	12	17	35		20	10	15	32
		12	17	25			12	16	33
	20	2	17	11		20	12	13	30
		2	16	20			2	15	45
	20	4	16	40		20	2	15	30
		4	17	10			4	11	28
	20	6	16	31	August 20	20	4	13	32
		6	17	20			6	14	11‡
	20	8	16	34		20	6	13	16
		8	15				8	15	15
	20	10	17			20	8	15	8
		10	15	10			10	16	40
	20	12	13	48		20	10	17	10
		12	14	40			12	17	13
	20	2	15	42		20	12	16	30
		2	15	25			2	17	56§
	20	4	16	13		20	2	16	5
		4	16	24			4	16	42
August 18	20	6	14	38		20	4	17	30
		6	13	14			6	17	34
	20	8	15	12		20	6	16	3
		8	16	50			8	16	
	20	10	17	49		20	8	15	53
		10	17	50			10	15	40
	20	12	17	7		20	10	14	26
		12	17	50*			12	15	21
	20	2	15	10		20	12	13	55¶
		2	14	29			2	14	25
	20	4	16	55		20	2	15	35
		4	17	15			4	15	52**
	20	6	16	42		20	4	15	25
		6	16	30†	August 21	20	6	12	35††
	20	8	17	11			6	14	30
		8	15	46		20	8	14	23‡‡
	20	10	14	14			8	14	23
		10	13	51		20	10	16	24
	20	12	15	28			10	17	15
		12	15	11‡		20	12	17	13
	20	2	15	13			12	17	30§§
		2	15	40		20	2	18	
	20	4	16				2	14	58
		4	15	35		20	4	17	3
August 19	20	6	12	13§			4	16	22
		6	14	8		20	6	16	39
	20	8	15	26			6	16	20
		8	10	15		20	8	15	5
	20	10	12	25			8	15	45
		10	13	40		20	10	16	30
	20	12	16	10					
		12	17	23¶					
	20	2	17	45					
		2	16	54					
	20	4	16	13					

\* All well.

† Feels first rate and in good trim.

‡ Fine shower.

§ All well, feels first rate.

|| Clear and pleasant, very warm.

¶ Cloudy, with thunder and lightning

\* Cloudy, with rain.

† 600 miles accomplished.

‡ Rain through the night.

§ Cloudy, with rain.

|| In good health and spirits.

¶ Track very heavy.

\*\* Rainy through the day.

†† Still raining, track very heavy.

‡‡ All well—feels first rate—takes a lunch of salt fish, crackers, &amp;c.

§§ Wind N. E.—raining quite fast—the rain pours down in torrents—track very wet and heavy—wore thick boots and carried umbrella.



	Time of starting.	min.	sec.		Time of starting.	min.	sec.
August 21	10	17	5	August 24	4	14	53
	20m	12	15 25		20m	6	13 50*
		12	15 30*			6	11 33
	20	2	15 44		20	8	14 40†
		2	15			8	9 40
	20	4	16 10		20	10	15 23
		4	15 30			10	16 10‡
August 22	20	6	14 10		20	12	17
		6	13 8			12	16 45
	20	8	14 50†		20	2	16 30
		8	15 28			2	16 10§
	20	10	16 3		20	4	16 50
		10	16 52			4	15 40
	20	12	16 52‡		20	6	16 30
		12	16 25			6	15 31
	20	2	17 10		20	8	15 40
		2	16 25§			8	14 55
	20	4	17 12		20	10	14 50
		4	17 3			10	14 25
	20	6	17		20	12	14 25
		6	16 6			12	13 30
	20	8	15 47		20	2	14 50
		8	15			2	13 50
	20	10	15 45		20	4	14 22
		10	14 55			4	13 40
	20	12	15 20	August 25	20	6	11 45
		12	15 00			6	13 20
	20	2	16 16		20	8	14 32
		2	15			8	14¶
	20	4	13 4		20	10	16 10
		4	14 36			10	15 12**
August 23	20	6	14 20		20	12	17 50
		6	14 27			12	17 10
	20	8	14 11		20	2	15 54††
		8	15 18			2	16
	20	10	15 22¶		20	4	17 16
		10	15 3			4	16 50
	20	12	14 16		20	6	14 25
		12	14 35			6	14 30
	20	2	15 23		20	8	14 48
		2	14 33			8	14 55
	20	4	17 35		20	10	15 25
		4	16 50			10	15 30
	20	6	17 5		20	12	13 58‡‡
		6	16			12	13 55
	20	8	15 13		20	2	15 55
		8	14 35			2	14 31
	20	10	15 10		20	4	12 58
		10	14 30**			4	14 7
	20	12	14 3	August 26	20	6	14
		12	13 17			6	12 40
	20	2	16 30		20	8	14
		2	15 6			8	17
	20	4	14 33††		20	10	13 39
						10	14 50

\* Rains very hard.

† Grew dark quite early—lamps was needed at 6 o'clock—raining quite fast.

‡ All well—track very heavy and mostly covered with water.

§ Star-light—clouds breaking away—wind N. E.—expects to get drowned out before morning.

|| Heavy thunder and rain. It now pours down and the sun is out.

¶ All well.

\*\* Track very wet.

†† Showers through the day.

\* Clear and pleasant—track improving.

† In good health.

‡ Went to bed for the first time for 24 hours.

§ 700 miles accomplished at 8 o'clock.

|| Clear and pleasant, wind west at 4 o'clock.

¶ Clear and pleasant, wind west.

\*\* Track in fine order.

†† In good health—limbs in good order—wakes and dresses as readily at night as he did the first night he commenced walking.

‡‡ Clear and pleasant—wind W.

Time of starting.				min.	sec.	Time of starting.				min.	sec.
August 26	20m	12	16	54	August 28	20m	8	12	50		
		12	17	40*			10	13	21		
	20	2	16	30			10	13	35		
		2	16	20		20	12	13	14		
	20	4	17	5†			12	14	26		
		4	16	15	20	2	13				
	20	6	16	37		2	12	20			
		6	16	40		4	14	16			
	20	8	15			4	13	30			
		8	13	30	August 29	20	6	12	50†		
	20	10	13	25		6	13	25			
		10	16	22		8	14	15			
	20	12	10	29		8	14	47			
12		13	20	20	10	17	35†				
20	2	13	31		10	16	12				
	2	13	52		12	17	50				
20	4	8	12		12	16	40				
	4	10	17	20	2	16	27				
August 27	20	6	11		2	16	32				
		6	11*		4	17	8				
20	8	14	28		4	17	3				
		16	21	20	6	16	31				
20	10	16	22		6	15	13				
	10	16	45		8	15	5				
20	12	17	35†		8	15	9				
	12	16	32	20	10	14	54				
20	2	16	19		10	14	23				
		16	51		12	14	35				
20	4	17			12	14	51				
	4	17	14	20	2	10	34				
20	6	16	21		2	13	1				
		15	19		4	12	47				
20	8	15	5		4	13	50				
	8	14	12	August 30	20	6	14	8			
20	10	14	30		6	12	45				
		14	40		8	14	30				
20	12	14			8	15	10				
	12	14	7+	20	10	15	47				
20	2	16	40		10	16	18				
		15	16		12	16					
20	4	15	17		12	15	19				
	4	15	22	20	2	15	23*				
August 28	20	6	13		45	2	15	50			
		6	13		4*	4	15	30			
20	8	14	15		4	15	5†				
	8	16		20	6	15	39				
20	10	13	40		6	15	2				
		14	10		8	13	40				
20	12	14	30		8	13	20				
	12	16	27†	20	10	14	15				
20	2	16	45		10	15	5‡				
		16	50		12	14	3				
20	4	16	10		12	14	31				
	4	15	52	20	2	14	30				
20	6	15	7		2	13	45				
	6	15	30		4	11	40				
20	8	13	26		4	11	7				
					August 31	20	6	9	51		
						6	10	32*			

\* Fine and pleasant—in good health and

\* Fine and pleasant—in good health and spirits.

† Track in first rate order.

‡ All well—showers—wind S. W.

§ Clear and pleasant.

|| Rains very fast.

¶ Cloudy, wind east.

\*\* 800 miles accomplished.

\* Clear and pleasant—all well.

† Feels in first rate order, but very sleepy.

‡ All well—feels first rate.

§ Cloudy, wind east.

|| Clear and pleasant.

¶ All well—cloudy—wind E.

	Time of starting.		min. sec.			Time of starting.		min. sec.	
August 31	20m	8	14	3	September 2	20m	4	17	11
		8	10	4†			4	16	8
	20	10	17	10		20	6	16	36
		10	17	34			6	14	15
	20	12	17	38		20	8	14	15
		12	14	40			8	14	14
	20	2	15	20		20	10	14	23
		2	15	31			10	12	32
	20	4	16	4		20	12	14	12
		4	17	20			12	10	51
	20	6	15	40	September 3	20	2	13	57
		6	17				2	13	42
	20	8	15	1		20	4	10	15
		8	14	52‡			4	9	40
	20	10	16	25		20	6	10	46*
		10	15	32			6	14	20
	20	12	16			20	8	13	30
		12	15	11			8	14	50
	20	2	14	11		20	10	16	15
		2	14	48			10	15	
September 1	20	4	17	35		20	12	17	45
		4	15	15			12	16	23†
	20	6	13	9*	September 4	20	2	17	
		6	14	10			2	17	25‡
	20	8	17	15†		20	4	17	30
		8	16	12			4	17	5
	20	10	16	28		20	6	16	30
		10	15	31			6	17	15
	20	12	16	50		20	8	15	
		12	16	21			8	14	20
	20	2	17	†		20	10	15	5
		2	17	10			10	15	8
	20	4	16	30		20	12	15	10
		4	15	55§			12	16	4
	20	6	15	54	September 4	20	2	15	3
		6	15	30			2	15	3
	20	8	16	50		20	4	15	1§
		8	15	12			4	12	36
	20	10	15	25		20	6	10	5*
		10	15	30			6	11	50
	20	12	17	1		20	8	15	50
		12	15	17			8	15	
	20	2	15	34		20	10	16	21
		2	15	10			10	16	50†
September 2	20	4	15	2		20	12	16	34
		4	14	53			12	12	
	20	6	14	15		20	2	17	44
		6	14	11*			2	16	23‡
	20	8	14	30		20	4	16	25
		8	15				4	15	38
	20	10	16	10		20	6	17	41
		10	16	20			6	16	27
	20	12	17	11		20	8	15	41
		12	16	30			8	15	27
	20	2	17	27		20	10	15	49
		2	17	8			10	16	4

\* Track in fine order—in good health and spirits—limbs in good order.

† Cloudy, wind S. E.

‡ Cloudy, wind east.

§ Appetite poor—feels bad.

|| Dark and rainy.

¶ 900 miles accomplished.

\*\* Clear and pleasant—alarm of fire at Boston at 9 o'clock. Great fire at the west in the vicinity of Malden.

\* Clear and pleasant—track in good order—in good spirits—feels first rate.

† All well at 12 o'clock at night.

‡ Cloudy, wind south.

§ The warmest day that we have had.

|| Clear and pleasant—very warm—wind S.

¶ Feels in good spirits.

\*\* He woke up and dressed himself, and was at the starting-pole 10 minutes before the time of starting, without being called.

	Time of starting.	min.	sec.		Time of starting.	min.	sec.
September 4	20m	12	15 19	September 5	20m	4	14 58
		12	15 19			4	15 30
	20	2	15		20	6	15 15
		2	14 25			6	16 35
	20	4	13 40		20	8	8 30
September 5		4	14 15			8	8"
	20	6	13 28*		20	10	15
		6	13			10	14 5
	20	8	14 15		20	12	13 10
		8	15 40			12	13 2
	20	10	13 53		20	2	15
		10	15 35			2	14 20
	20	12	14 10		20	9	10 33
		12	12 25			9	12
	20	2	13 28		20	6	8 53
		2	16 21†			6	9 30†

\* Cool and pleasant.

† All well.

\* 1000 miles accomplished.

† Stopped walking at 6 o'clock, P. M., making 10 hours over his 1000 miles.

I completed this feat of 1,000 miles at 8 o'clock and 8 minutes, at which time a salute was fired.

P. S. I have walked 5 miles and 5 rods, over the 1,000 miles, from my boarding house to the track. My clothing during this feat was all woolen, as I had found that this kind of clothing was best for such a feat. This I had learned by experience, but I also found that I could not make such time as if it had been a longer distance. I felt as well, if not better, than when I had completed my first feat at Cambridge.

## CHAPTER XII.

After the conclusion of the Chelsea Feat, I passed a short time in Boston, receiving the congratulations of my friends, and in the enjoyment of the respect and confidence of the principal part of the sporting community. I take pleasure in here bearing cheerful and hearty testimony to the many evidences of kindness and good will which I have received at their hands.

As it would not answer for me to lay still a great while, I projected a journey to New York, to which place I proceeded without any delay, and received an offer from the proprietor of the Beacon Course, in Hoboken, to perform a match there. The entrance fees were three dollars, and two others, besides myself, entered; the proprietors offering a purse of *Thirty Dollars*.

I remained at New York, four weeks, during which time I visited the different races, amusements, and other attractions which abound in that city.

In the course of this visit, an offer was made to me, to perform 1,000 miles as quick as the fastest horse that could be produced. I was willing to engage in this contest, but as it was late in the season, and some doubts were entertained on the part of my backers, whether the operation of the law would not interfere to break up the match, on Sunday, it was finally relinquished for the time being.

I exceedingly regretted this arrangement, as I was anxious to show to the public how easy an able bodied and strong man could break down a strong and sound horse. However, I think I am able to say with certainty, that the projected feat will take place next season, if my other engagements do not prevent. I consider myself not only equal to any horse, but am "a whole team and a horse to let."

While I was on the Beacon Course, an Englishman who was represented to be celebrated as a pedestrian, and who had borne away several prizes in his own country, and some one or two in the United States, tried to walk with me.

His friends represented to him that he could beat me,—so he entered to make the trial. After walking the first mile, which was done in 9 minutes 50 seconds, more or less, I being willing to give him, and also the other man who walked with me the chance for the first mile, they both came out ahead of me; but the judges, nevertheless, decided in my favor, as it was stated by them, that my opponents did not walk fairly.

We started again on our second mile, as the bet was for the best two in three,—mile heats. This was accomplished in 9 minutes 10 seconds, and I came in some 8 or 10 rods ahead. There was horse racing on the course that day, and our walking was performed between the races.

After remaining in the city for some time, I issued a challenge in the New York Spirit of the Times, offering *One Thousand Dollars* as a bet, to any man in the United States to walk against me,—either one mile or one thousand miles. The advertisement was made as conspicuous as possible, and inserted for a sufficient length of time, but no answer to it was received.

I then left New York for Boston, as I did not meet with the success I anticipated in New York. This arose from the fact that the season was late, and business dull.

On my return, I took up my residence at Chelsea, and as I found business here as dull as it was in New York, I turned my attention to the preparation of these pages. It has always been my custom to keep a memorandum of passing events, either in writing, or in my memory, as it is a long one. I had written part of this manuscript while performing my Cambridge feat, so I set myself at work in arranging it in its present form.

During my stay in Boston, after the Cambridge feat, I was engaged as sole agent for the Bulletin, a daily evening paper, that had a short and precarious existence. I would say more about this paper, but, poor thing! it is dead, and as the old song says about the old horse, so say I, "His leg is broke, so let him die." I was induced, from the fact that I was appointed the principal agent of the paper, and as I had been advertised in the first numbers of the Bulletin, as the general agent for town and country,—to proceed into the country for the purpose of obtaining subscribers. I adopted this course the more readily, as I had been so successful in obtaining subscribers in Boston.

The announcement having been made in the Bulletin that I would be at Lowell on a certain day, in behalf of the interests of that paper, and that I should leave in the morning on foot for that place, and



arrive there by noon, the people of Lowell at the same time being notified of my intention, I started, and on my arrival took up my abode with Mr. Larrabee, the kind and gentlemanly host of the Merrimac House. I am happy to have it in my power to testify here to the kind and generous hospitality which I received while I was a guest at his house.

I remained at Lowell two days: but as the paper I represented was an evening paper, and as the terms required,—payment in advance,—it being at the same time a new sheet, and its editor and publishers unknown to that portion of the public, as I suppose, they did not manifest any great desire to pay for, or buy “*a pig in a poke*.” This was a specimen of Yankee character, which, however shrewd it might be, did not serve to fill my pockets, *but who could blame them*, as the paper would not arrive until after dark, at that season of the year, and the same news could be obtained in the morning papers.

I returned from this unprofitable excursion, without receiving a cent, but found that such adventures cost money. I could not find any subscribers. This was not my fault. Whose fault was it?

Shortly after returning to the office, and not meeting with that encouragement that I expected, a settlement was proposed which I readily agreed to, on certain conditions. After this proposition, I left the office.

In the mean time, I received a friendly challenge from John Sheridan, Esq., the proprietor of a Gymnasium in Boston, which for its neatness, beauty and utility, far surpasses any establishment of the kind in the United States. This may seem to be high praise, but I am free to say that it is deserved.

Mr. Sheridan, who it is well known, is an athletic man, and who is admitted to be a first rate instructor in the *Art of Self Defence*, so much so as to be able to command the confidence and esteem of some of our first citizens, who confide their children to his care, for education in manly exercises,—requested me, in a friendly way, to run one hundred yards with him. This request I readily complied with.

On the day mentioned, a notice having been given in the Bulletin, we arrived at the place appointed, which was at the foot of the Common, on the Charles Street Mall, with a number of friends who were gathered to witness the performance.

After the ground was measured, we started at the word; Mr. Sheridan being quicker on the start than I was, sprang about four feet ahead of me, and maintained that advantage to the end of the race. The distance was ran in *nine seconds*, making about the rate of *three minutes* to the mile.

I anticipate at some future period leaving the American shores for a time, and I hope to be able to prove to my friends abroad, as well as those I leave behind, that my confidence in my ability to perform what I undertake is well founded, and I trust that I shall have the satisfaction of proving victorious in all undertakings of a similar nature.

Whether I shall have the pleasure of again appearing before the public, either as a pedestrian or writer I know not. That is yet in the lap of futurity. At any rate they will allow me to dedicate the

following verses to them, and call their particular attention to the high and noble sentiments, brought to mind in the following beautiful lines.

#### FRIENDSHIP, LOVE AND TRUTH.

How fair amid this world of woe,  
The varied lights of Friendship's glow,  
To soothe the throbbing heart;—  
To cheer a brother's sorrowing mind,  
In accents gentle, true and kind,  
Love's healing balm impart,—  
The sufferer's couch to watch beside  
And see his every want supplied.

The bonds of brotherhood unite,  
With fervor warm, with sweet delight,  
Those whom thy mystic tie  
Of Friendship, Love and Truth embrace,  
Where every virtue, every grace,  
Which lifts the soul on high,  
Here in blest union nobly blend,  
And their united influence lend.

'T was from this constellation bright,  
Odd Fellowship first came to light,  
In ages long gone by :—  
Those sacred principles still hold  
Its members, and like chains of gold,  
Faith, Hope, and Charity,  
Bestow their influence to bind  
The grateful heart, the willing mind.

Upon this consecrated ground,  
The badge of brotherhood is found;  
Here are the kindred ties  
Which cheer our weary pilgrimage,  
In manhood's prime, in hoary age;  
O let us learn to prize—  
The blessings which are ever found  
Where Friendship, Love and Truth abound.

I have now led my readers through many checquered scenes, from the time I first left my father's roof, a raw, inexperienced boy, to the present time. It will be observed that from the first to the last, *I have been on the go*, and my course is still onward. I have been preserved through perils by sea and land; have lived well, and lived poorly, but never since my first essay in the world, have I suffered from want of clothing or of food. At times I have been depressed, and fortune seemed dark before me :—but youth, health and strength, impelled by a high hope and constant perseverance, have heretofore sustained me, and, I trust, EVER WILL.



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